

CYCLE NEWS

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Short Track National Championship Bonneville Records Salinas Charity Scrambles Dist. 37 Camp-In

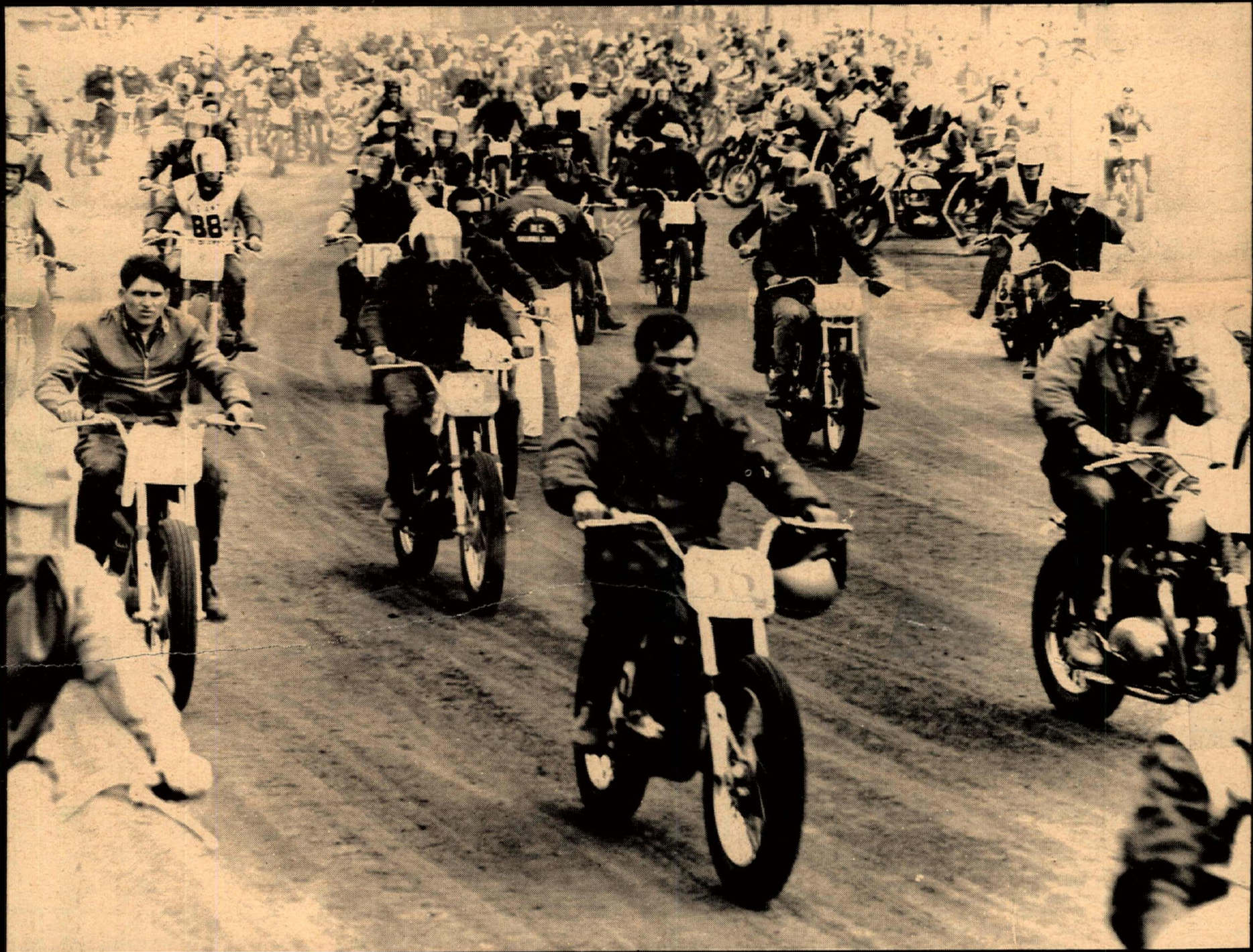


Photo by Bill Pettigrew

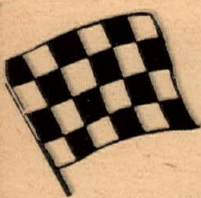
Salinas Ramblers hosted the scramblers for the benefit of the Cerebral Palsy charity cause last weekend and here are a few of the performers lining up before the show. Salinas, California held almost 6,000 spectators and the charity was richer by a few thousand bucks. More pix on page 6.

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

**CYCLE
NEWS
says**

CALENDAR

**RACING- IT
MAKES THE
WORLD BETTER**



1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

- Sept. 2 Ascot T.T.
8 Ascot Nov. 1/2 Mile (Natl. Qual.)
9 Ascot 8 Mile National
Oct. 7 Ascot T.T.
Nov. 4 Ascot T.T.
10 Ascot 1/2 Mile (final)

AMA NATIONAL CHAMPIONSHIPS

- Sept. 3 - 7-Mile Dirt Track, San Jose, Calif.
Sept 9 - 8-mile Dirt Track, Ascot Park, Gardena, Calif.
Sept 16-17 - 24-Hour Marathon, St. Louis, Missouri.
Sept. 17 - 150-Mile Enduro, Schuyler City, New York.
Sept. 17 - 25-Mile Dirt Track, Sacramento, Calif.
Sept 24 - 75-Mile Road Race, Carlsbad, Calif.
Oct. 1 - 9-Mile Dirt Track, Oklahoma City, Oklahoma.
Oct. 1 - 135-Mile Enduro, Camden, New Jersey.
Oct. 8 - 100-Mile Enduro, Busti, New York.
Oct. 15 - 200-Mile Enduro, Old Mines, Missouri.
Oct. 15 - Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

- September
3 - Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 - Ham Scrambles, Greater Seattle M.C.
17 - Road Race, Pacific Raceways, Seafair City M.C.
17 - Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 - Tire Climb, Bellingham, Mt. Baker M.C.
17 - Indoor Sportsman Race, Bay View, Wash.
24 - Tire Climb, Jolly Rogers M.C.
24 - Brush Poker Run, Everett M.C.
24 - Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 - Indoor Sportsman Race, Bay View, Wash.

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

- Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

EVERY TUESDAY NIGHT

A.C.A. SANCTIONED SHORT TRACK, pit gates open at 6 p.m. Adm. \$1.50, children 8 and under free. 100cc & 250cc, races start at 8 p.m. at Trojan Speedway, located corner Long Beach Freeway and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance.

EVERY WEDNESDAY NIGHT

ACA SHORT TRACK RACING, Orange County Speedway, 100cc, 250cc and Open. Class A rules for Open Class. First event begins 8:00 p.m. Qualifying 7:00 p.m., pit gates open 6:30 p.m. To reach Orange County Speedway, take Santa Ana Fwy. to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. RACES at new Trojan Speedway, two classes 100cc & 250cc. Professional. Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time 8:15 p.m. Adm. \$1.50. See directions under Tues. night short track.

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE. Every Friday. Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice. Call (213) 421-3629.

FIRST SATURDAY OF EVERY MONTH PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SCRAMBLES at HAYWARD SPEEDWAY sponsored by Hayward Motorcycle Club A.M.A. sanctioned. No phone entries will be accepted, class "C" tires only, no knobbies. All AMA classes, except women's events, all number plates must be legal size, sign up: 4:00 until 6:00 p.m. Practice: 4:30 p.m. to 6:30 p.m. 1st race at 7:30 p.m. for further information call: Mel Selby (415) 783-9922.

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. \$1.25 admission, \$2 to ride. 150 entries maximum. 4 hour show.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. \$1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, \$10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8-SEPT 2 QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654-9972 or 253-5782 or 695-7891.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track opens for practice at 9 a.m., races start 11:30 a.m. Call (213) 421-3629.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. \$200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info, call (206) 695-7891. Aurora Speedway, Aurora, Washington.

THURSDAY, AUGUST 31st

SHORT TRACK - J.C. Agajanian promotes, AMA sanc. at Antelope Valley Fairgrounds, Lancaster, Calif. \$600. purse. Pits open 5 p.m., time trials 6 p.m., Races start 8 p.m.

SO. CALIF. TRIALS ASSN. MEETING at SCTA Headquarters, 4707 W. 164th St., Lawndale. Time is 7:30 p.m. Movies will be shown and refreshments served. This is an open meeting so bring your wife along if you want.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SHORT TRACK CHAMPIONSHIP presented by Coos County Racing Assn., 1127 S. Broadway, Coos Bay, Oregon, 100cc-175cc-250cc & Open. All races at Dunes Speedway in Hauser have been cancelled. Balance of the year will run at P&G Arenain Englewood, Oregon - Sept. 2, 9, 23 & 30 - all Sat. night races. Full 1/4-mile. Races at 8 p.m.

SATURDAY, SEPTEMBER 2, 1967

TT PRACTICE, at Bay Mare Track. Open 9 a.m. \$1. per bike, spectators, riders free. Supervised practice riding all day. Overnight camping. Shade, concessions.

SEPTEMBER 2, 3 & 4

BIG SUR PRIZE— Ride in, camp out with the Loners M.C. Dedicated to mind vectoring and family party time. At Limekiln Creek Canyon near Big Sur, California. No organization, no trophies, but plenty hiking, riding trails, swimming, beach and scenery. Primitive campground, toilet paper sponsored by Cycle News.

PINE CONE RUN, AMA sanc. Western States rally to Carson City, Nevada. Start at your home, post entries accepted. Big buffet dinner, motels available. Call So. Cal. Road Riders Committee for further info at (213) 246-9206 (714) 595-6220 or (213) 336-0414.

SEPTEMBER 3rd & 4th

HILLCLIMB & SCRAMBLES by Nevada Trailblazers at Reno, Nevada. Sunday's feature - the Monte Carlo Hillclimb, 5 miles up old Virginia City Road, fast, spooky, decomposed granite. Class C or trials tires. Monday's event another old-fashioned scrambles, 1 mile long, fast, trials or knobbies. \$2.50 per day to ride. Lined from Continental Coliseum, U.S. 395 south of Reno. Signup and practice 9-10 a.m., race at 11 a.m. Club miles trophy. Call Doug Harrison, Reno (702) 786-6932 for more info.

ENGLISH TRIALS presented by Southern Calif. Trials Assn. at Canyon Crest area of Riverside, 10:30 a.m. start. Take Riverside Fwy. to Central Ave. turnoff, then follow line to trials. \$2.00 entry. Trophies, trailin', terrific.

2nd ANNUAL 24-HOUR ENDURO at Thornton, Colorado. Presented by The Wheels Inc., trophies for all classes plus 50% of the gate to winners. Only event of its kind in U.S. Pre-registration required, only 100 bikes accepted, must have lighting eqpt. Entries close Aug. 20. Two riders, one machine, 2-hour turns. Entry fee \$10 per rider. Contact J.C. Norton, 9461 Lillian Ln., Thornton, Colo. 80229, phone 287-4583.

SUNDAY, SEPTEMBER 3, 1967

7 MILE AMA NATIONAL CHAMPIONSHIP at Santa Clara County Fairgrounds in San Jose, Calif. Amateurs and Experts only on the half-mile. Pit gates open at 8 a.m. Practice at 9 a.m. Time Trials at 11:30 a.m. First race at 2:30 p.m. Barkheimer-Murrell promoters.

TT-SCRAMBLES, at Bay Mare Track. Watered and maintained surface. \$1 admission, \$2 entry fee. First race starts 11:30. Directions: Go out Ventura Fwy. to Camarillo turnoff (Hwy 34), northeast to Hwy. 118, turn right to race track road. Watch for signs.

50-MILE SCRAMBLES presented by Hi-Boots at Encinitas, Calif. Cool ocean breeze, lined from Interstate 5 and San Marcos Rd. in Encinitas. Rest rooms, lunch wagons. Practice at 9 a.m., first race 11 a.m. P.S. No Grand Prix by the sea this year.

AFM ROAD RACE, Calif. GP Championship sponsored by Los Angeles chapter, at Antelope Valley Raceway, at junction of Pearlblossom Hwy. (off Hwy. 14) and Hwy. 138. GP machines, production bikes, sidecars. Admission \$2.00, practice 10 a.m., first race 1 p.m.

HARE SCRAMBLES-TRAIL BIKE BONANZA, Frank "Wheelie" Wheeler presents Holiday Hill Hare Scrambles in the scenic relatively dust-free Holiday foothills. Plenty of trophies, the kind you can be proud of. Lots of good riding. Come on out and support the largest growing class in sportsman racing. No affiliation necessary. 10 a.m. start, lined from Rosamond & Sierra Hwy (14). For info call Frank at WH 2-0155 or Ron Burpo 259-9550.

DEADMAN'S POINT EUROPEAN SCRAMBLES by Desert Challengers M.C. No affiliation required, 3 separate 1-hr. races, approx. 30 miles. Entry \$3.00, trophies to 40% of entries. 10:00 a.m. trail bikes, 11:15 a.m. small bikes, 12:30 p.m. big bikes. Genuine old Western village, campgrounds, picnic area, course 100% visible to spectators. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to Hwy. 28 in Apple Valley, and you're there.

MONDAY, SEPTEMBER 4th

TT SCRAMBLES presented by Ventura County Twin Wheelers. AMA sanc. At northwest corner of Victoria and Channel Islands Blvd. 50cc-200cc signup closes at 9 a.m., 250-Open signup closes at 12 noon. Big bike Amateurs and Experts (250cc & up) will run first, Novices later. Not a point run.

MONDAY, SEPTEMBER 4th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten-mile loops. Trophies to 40% of the entries will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

FRIDAY, SEPTEMBER 8th

TIME TRIALS & NOVICE SHOW - Ascot Park warms up for the 8-Mile National. Complete Novice program plus big bikes qualifying for the National (See Sept. 9).

SATURDAY, SEPTEMBER 9th

8-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE, Ascot Park, 183rd & Vermont, Gardena, Calif.

PACIFIC SOUTHWEST CHAMPIONSHIP Hare & Hound by Victors - WATCH on April 9 will be shown on POSTPONED. Be sure and watch, especially. For new date. Be one of the 801 entries.

SUNDAY, SEPTEMBER 10th

OPEN ROAD RACING at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

CALIF. STATE CHAMPIONSHIP HARE & HOUND sponsored by Shamrock M.C. Starts 10:00 a.m. All cheater will be discriminate against! \$4.25 entry fee. Trail bikes ride first loop. Lined from turn-off Red Rock Canyon, 17 miles North of Mojave, California.

SPORTSMAN SCRAMBLES by Sierra Cycle Club at Lincoln, Calif. Trophies all classes, \$1.50 ride or watch, kids under 12 free. Entries close at 10:30 a.m., practice 9-11 a.m., race at noon. For further info contact Bill Cordery, Referee, Auburn, Calif. (916) 885-5491.

SPORTSMAN SCRAMBLES by Los Gatos M.C. at Gilroy, Calif. Lined from Hwy. 101 to the Hall Ranch at Uvas Dam. All classes for men only, \$1.50 to ride or watch. Lots of trophies, refreshments. Signup 8:30-11 a.m., practice 9-11:30 a.m., first race at noon.

SCRAMBLES at China Camp near San Rafael, Calif., presented by Marin County MC Assn., AMA sanc. All classes, traction optional. Signup 9-11 a.m., race at noon. \$1.50 to ride or watch. Road will be lined from San Pedro turnoff of Freeway 101 just north of San Rafael, left at stop sign. For more info call Milt Holloway at 479-5640.

AFM ROAD RACE, by San Francisco chapter, at Cotati Raceway, Cotati, Calif. All production and Grand Prix classes. Signup closes 10:30 a.m., tech. inspection closes 11 a.m. New course.

TT SCRAMBLES at Dehesa, Calif. presented by Hi-Boots M.C. of San Diego. Practice 10 a.m., first race 12 noon. Hwy. 80 to Harbison Canyon Rd., then follow the signs.

TERRAPINS FIESTA TOUR, AMA sanc., RRA point run. Starts at Holiday Honda, 249 Broadway, Chula Vista, Calif. Sign in 9-10:30 a.m., coffee and donuts at start. Food and trophies at finish. Donation \$1.75, children 12 and under \$1.00, meal ticket 75c. For more info call 281-2150 or 283-2842.

SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission \$1.50 ride or watch. For info, phone (707) 452-0287.

SUNDAY, SEPTEMBER 17th

25-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE at Sacramento, Calif. State Fairgrounds. Promoted by J.C. Agajanian. All the stars will be there.

HARE SCRAMBLES, Antelope Hop Dist. 37 Championship presented by Antelope Ramblers. Start 9 a.m. sharp, separate trail bike course, sidehacks welcome. \$4.25 entry fee includes ambulance; finisher pins provided. Lined from Red Rock Canyon, take Hwy. 14 north from Mojave.

1st ANNUAL TEHACHAPI MOUNTAIN PARK RIDE, presented by the Married Wheels M.C. Phone for info: (714) 983-2323.

ACA ROAD RACE RIVERSIDE INTERNATIONAL RACEWAY. All classes, G.P. and production, pit gates open at 8:30 a.m.

SATURDAY, SEPTEMBER 23rd

AMA SPORTSMAN ROAD RACE at Carlsbad Raceway, Carlsbad, Calif.

SATURDAY, SEPTEMBER 23rd

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif., by Visalia Ramblers M.C. 4-Star AMA Class C dirt track. Time trials start at 2 p.m., races at 8 p.m.

SEPTEMBER 21st - 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SUNDAY, SEPTEMBER 24th

75-MILE NATIONAL CHAMPIONSHIP ROAD RACE at Carlsbad Raceway, Carlsbad, Calif. promoted by J.C. Agajanian. Novice show a.m., 15-mile Amateur event, 250cc combined event.

SCRAMBLES presented by South County M.C. of Gilroy at Harris Ranch, 7800 Cienega Rd., Hollister, Calif. AMA sanc., open to all classes, beautiful trophies, refreshments. Watch or ride \$1.50, children under 12 free. Practice 9 a.m., first race 12 noon.

CROSS COUNTRY DESERT STYLE sponsored by the Everett M.C. of Everett, Wash. 100 miles of desert riding near Vantage on U.S. Hwy. 10, 1/2-hour drive east of Ellensburg. Entry fee \$3.00 can be sent to Everett M.C., 11314 2nd Pl. West, Everett, Wash. 98201 no later than Sept. 16. Post entries accepted, \$5.00. Come Sat. and spend the weekend; camping space, fun and games, trophies galore, AMA sanc.

TT SCRAMBLES presented by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Contact Gene Brazier, Box 51, Castle Rock, Wash., for further information.

STEEPLECHASE TT at Capitol Speedway in West Sacramento, Nov., Ama., Exp. will run for 40% of the gate, AMA sanc., first race at 6 p.m.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission \$1.50 ride or watch. For info. phone (707) 452-0287.

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SEPTEMBER 30, OCTOBER 1st

ENSENADA EL SCRAMBLES GRANDE, Two days of Mexican scrambles sponsored by the Ensenada M.C. and Carta Blanca and Tecate Beer Companies. 8th annual event (formerly Ensenada Grand Prix) on new course. Lightweights Saturday, Big bikes Sun. Sidehacks invited. Pre-entries \$4. Mail to Ensenada M.C. c/o Taxco Gift Shop, 498 First St., Ensenada, Baja California, Mexico. Post entries \$5.

SUNDAY, OCTOBER 1st

CALIF. STATE CHAMPIONSHIP ENDURO sponsored by Riverside Bombers M.C. Start and finish at "Slash X," 8 miles south of Barstow, Calif. Take Central Barstow off-ramp, no lime to start. Overnight camping available, food served 5 a.m. to 9 p.m. First rider leaves 7:01 a.m. approx. 150 miles, AMA sanc., rain, shine, heat. Mail entry \$5.00, closes Sept. 17. Post entry \$7.00. Team riders \$1.00. First 15 places, class and team trophies. Special one-loop class for women. Classes 0-250cc, A & B 251cc, A & B/Up. 100cc class 65 miles, sidecars 6 make a class. Address entries to Gene Lindley, PO Box 1002, Cherry Valley, Calif. 92223.

SPORTSMAN HILLCLIMB by the Campbell M.C. at Halls Ranch in Gilroy, Calif. AMA sanc., lined from Hwy. 101. All classes from 200cc up. Practice and signup 9:30-11:30 a.m. Go for glory at noon. Angle of hill changed from 60 to 70 degrees. Large trophies. Ride or watch \$1.50, kids under 12 free. For further info call Larry Smith 378-1974 in Campbell.

3rd ANNUAL FIELD MEET, presented by Playboys M.C. For info call 325-6596.

SUNDAY, OCTOBER 8th

STEEPLECHASE TT at Capitol Speedway in West Sacramento, Nov., Ama., Exp. will run for 40% of the gate, AMA sanc., first race at 6 p.m.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission \$1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, OCTOBER 15th

AUTUMN TROPHY ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

JC AGAJANIAN PRESENTS

8 MILE NATIONAL CHAMPIONSHIP SAT. SEPT. 9th

TIME TRIALS & QUALIFYING FRI. SEPT. 8th WITH A COMPLETE NOVICE SHOW.
Gates Open 6:30 p.m. First Race 8:15



FLATTRACK RACING EVERY FRIDAY

Racing starts at 8:15 p.m.

T. T. RACING
First Saturday of Every Month
Races Start at 8:15 p.m.

At Ascot Park 183rd & Vermont - Off Harbor Freeway

Don't forget to pick up your choice tickets at one of the addresses before it's too late!

8-Mile National Reserved Seat Tickets now on sale at Ascot and Agajanian Enterprises. Phone 321-5323	Reserved Grandstand.....\$5.00 Children up to 12.....\$2.50	Unreserved Grandstand.....\$4.50 Children (8 to 12).....\$1.00 (Available Day of Race Only)
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FLOYD EMDE CO. M.C. 1302 National Ave. National City, Calif. Phone 474-1568	FLOYD EMDE CO. M.C. 929 Columbia St. San Diego, Calif. Phone 232-2948	FLOYD EMDE CO. M.C. 5476 El Cajon Blvd. San Diego, Calif. Phone 286-1611
SKIP FORDYCE 14th & Main Riverside, Calif. Phone 684-4747	ED KRETZ & SON 417 E. Garvey Ave. Monterey Park, Calif. Phone CU 3-4277	HARLEY-DAVIDSON MOTORS 501 E. 4th Street Santa Ana, Calif. Phone KI 7-5994

SUNDAY, OCTOBER 15th

NEVADA STATE CHAMPIONSHIP HARE SCRAMBLES - sponsored by Silver City Scramblers. Dist. 37 point run, AMA sanc. Start at 10 a.m. Pick up lime at Nellis Air Force Base on main Hwy. north-east of Las Vegas. Allow 1/2 hr. driving time. Refreshments and rest rooms. This course is not a road race course, it's a good old scrambles. 6-ft. Sweepstakes trophy.

SAT. & SUN., OCTOBER 28 & 29

14th ANNUAL DEATH VALLEY TOUR, advance entries only, \$3.00 per person, \$1.50 children under 12, close Sat., Oct. 14. Mail entries to Motorcycle Tours, Inc., 12738 S. Paramount Blvd., Downey, Calif. You will receive gold rush map kit and instructions by return mail one week before start. Bring food, sleeping bags and other camping equipment, win one of 100 new-type trophies. AMA registration booth will be open at Furnace Creek Ranch on Sta. from 1-5 p.m. and Sun. 9-10 a.m., free AMA award. No car entries accepted.

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR - Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and \$2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. \$100.00 post entry fee. All classes. Start position determined by postmark. Limited number. Watch Cycle News for entry address and further details.

TELL THEM YOU SAW IT IN CYCLE NEWS

FRIDAY, DECEMBER 15, 1967

PRIZE PRESENTATION - to winners of Cycle News' annual Machine of Your Dreams contest. Grand Prize and First Prize winner will be notified earlier and will be on hand to accept their "Dream Machines." At Cycle News office, 6477 N. Long Beach Blvd. 7 p.m.

THURSDAY, DECEMBER 21, 1967

LAST ISSUE OF CYCLE NEWS FOR 1967 - Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

THURSDAY, JANUARY 11, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968 - We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!

ROAD RIDERS MEET

by Robert O. Fee

Members of the Southern California Road Riders Committee heard progress reports on their Pine Cone Rally, Installation dance and the Dual Benefit at their monthly meeting Monday, August 7th.

Howard Eble of the Highway Kings is coordinating the Pine Cone Rally and asked the assembled representatives for volunteers to work the Labor Day event in Carson City, Nevada. Only the Ace of Clubs and the Toppers M.C. responded. The California Eagles, Golden Staters and Silver Eagles had handled the poster design and flyer mailing.

Credit Where Due

The Lucky Wheels complained about the Highway Kings and Golden Staters taking credit for the posters, stating that the format was designed by them. Under new business, the Lucky Wheels introduced a motion to prohibit any credits appearing on future posters and making the poster chairman liable for the cost of the posters if such credits are noted. Following the motion's acceptance, Earl Carmichael of the Golden State M.C. offered his apologies for offending the Wheels and assured the RRC that nothing of the like would re-occur. Mr. Carmichael's tone and choice of words implied that he thought the issue was pretty petty and that the Golden State Club wouldn't bother to offer their services again.

The assembly authorized \$200 to buy 35 trophies for the Pine Cone Rally.

Chairman Bob Adsit announced that most of the arrangements for the January 27th Installation Dinner and Dance had been completed and the contracts catering the meal and bar and reserving the hall signed. The assembly ok'd the Executive Board's recommendation that admission to the dance be \$1.50 and \$4.95 for the dinner and dance. Only the dance band remains to be chosen and Adsit requested any club or person knowing of a suitable group to notify him.

The rules committee headed by Ken Harrison of the Committee for Better Motorcycling became a standing committee when no one objected to the action proposed by Chairman Adsit. The committee is charged with the constant review of the RRC referee. The committee must report their progress and recommendations to the E-board and the assembly each month. Adsit again appealed to the member clubs that they submit any desired changes to the rules to the committee. Any road riding motorcyclist may also make rules changes by mailing them to: Ken Harrison, 14561 Revere Drive, Westminster, Calif. The committee presently is meeting every Saturday night.

"We're Too Tired"

RRC Chairman Adsit got no takers when he asked for someone to take on the job of planning the 1968 City of Hope Spring Tour. The Too Tired's M.C., who had planned the '67 tour, had previously informed Adsit that they would have absolutely nothing to do with the '68 event, notwithstanding the charitable nature of the rally. They cited many instances of petty "bitching" and personal attacks followed by absolute silence when they called for constructive criticism that might help improve the next event. The club was very unhappy that much of their planning was ignored or changed by those working the tour, who then blamed the Too Tireds when other planned activities became uncoordinated and near-chaos resulted.

A spokesman for the Too Tired's, a club of old-timers in motorcycling, said, "We're too tired to play silly games. Let the complainers plan it themselves. We only hope that the City of Hope doesn't suffer."

Adsit announced that any further action on the Spring Tour would be initiated from the floor as he would not waste any further time trying to generate action where there was no interest.

The Chart Steward announced that the leading contenders for the RRC activity contest are:

Bud Paul	1275 pts.	Male Solo
Judy McCombs	1210 pts.	Gal Solo
Chris McCombs	1243 pts.	Passenger
Sherman Ames	941 pts.	Sidecar
El Tigress M.C.	70%	Club participation.



You'll
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FIRST
in

CYCLE NEWS

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FEARLESS FLAGMEN

I am an avid racing fan, who hasn't missed a Friday night at Ascot in three years. I always stand at the north turn because I can watch the riders coming in and going out of the turn.

I notice in your paper you criticize poor flagging at other races. Why is it nothing is ever said about the unsung heroes at Ascot who save more lives and prevent more injuries than anyone?

I'm talking about the guy in the yellow jacket who fearlessly gets riders and machines off the track, or protects an injured rider by putting his bike between him and the oncoming riders. I've seen the flagger put his own life in danger many times to protect a rider or clear the track.

Do these guys get paid for this? I have heard it is purely voluntary. If so, I would like to know what prompts them. I say, let's hear it for the flaggers.

JOHN MANLEY
Gardena
("Hooray for the flaggers — they get paid but they earn it.")

DO SMALL BIKES OUTWEIGH BIG ONES?

I dislike writing complaint letters, but feel I must speak out regarding big bikes vs. small bikes.

Recently I have noticed that some of the promoting clubs aren't giving an even shake to both divisions. It seems the big bikes get twice as many laps (in some cases on a bigger course, BUT shouldn't the small bikes get the same amount of laps? After all \$2.00 is \$2.00 no matter how you look at it. Small bikes take a beating in the first place by using the short course, then to get only half the laps, come on now.

Somewhat I get the feeling that all is not well within this very fine sport. Could it use a little serious thinking? Let's look at our proceeds from each race. How many big bore entries? How many lightweights? How many dollars do we bring in

from each division? Do we find that the small bikes outweigh the big bikes somewhat? Moneywise, can anyone honestly feel that the small bikes are not entitled to the same amount of track time? I think not. IF LIGHTWEIGHTS ARE GOING TO RIDE HALF A RACE LET THEM PAY HALF PRICE.

There are some very good clubs around that can run off a good event, being fair to ALL concerned. These clubs know how well they have done by the compliments and support they receive from both heavyweight riders and lightweight riders alike. These clubs promote goodwill and good sportsmanship. Then there are other clubs. Do they want us to hate each other? There is room for all of us, if we work together for the sport.

Regarding this new rule on levers with bigger ball ends, and rubber covered pedals. I think a little more thought should go into this. It is a good rule as far as it goes, but how about leathers? They are one of the best safety features I can think of, and yet no one seems to care whether they are worn or not.

CLAUDE V. LONG
Artesia, Calif.

AN ODE TO THE BSA OWNER

With golden tank and bars of chrome
The BSA is a favorite from the Gulf
to Nome.

But why do their owners cringe in
fear,

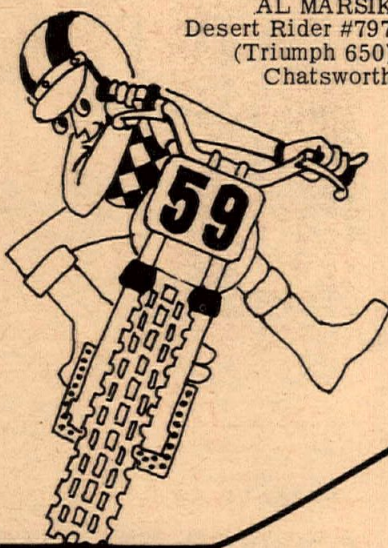
At the sight of a Triumph coming up
from the rear?

It's because they know it's futile
to try

To stop that Triumph from roaring by.
Now the boys are painting 'em green
The object of this is easily seen.
It's to pull off the trail and hide in
the grass,

And watch with envy as the Triumphs
pass!

AL MARSIK
Desert Rider #797
(Triumph 650)
Chatsworth



BY CHUCK CLAYTON

AN OPEN LETTER TO THE A.M.A.

Gentlemen,

Let me ask your indulgence of the unorthodox manner in which these comments are presented. If there were time enough to communicate through private channels, this message would be less urgent. As it is, I think that by letting the people read these words you may benefit from their opinions on the matter. Also, the AMA has shown itself to be alert to public opinion lately, as evidenced by its "hands-off" policy toward local rules and the recent decision to let members elect the new Competition Congress.

You are making good progress toward national self-government for the AMA member. I hope that in forming the Congress, members will elect only representatives who have shown a love of riding motorcycles, for that is what the AMA should be about.

Road Riders Need Status

I suggest that one of the first orders of business at the next and last Competition Committee meeting in October should be the status of road riding clubs in the AMA organization. Road rider clubs and committees, like the RRC in Southern California should be given more help and guidance than they have received. They should be invited to participate in an AMA-endorsed program for the training of new motorcycle riders. The new BSA-Explorer Scouts-AAA pilot program offers exactly what motorcycling needs to attack the accident problem. Road riding clubs are perfectly set up to plug into this program. By 1970 there could be 6 million competent, well-taught motorcycle riders in the United States and a considerable reduction in that statistic that tells us over 70% of accidents happen to bike borrowers.

Drag Racing Deserves a Break

Also, the AMA should consider revising its drag racing rules and, if necessary, forming a drag racing subsidiary to sanction drags under a uniform set of rules throughout the nation. Motorcycle drag racing is languishing at a time when strip owners are looking for just such a show as motorcycles put on. All that's holding it back is indifferent sanctioning bodies and a confusion of rules.

Public Relations for the AMA

Public and press relations have improved slightly, but more progress is needed. The AMA should have its own P.R. budget instead of having to rely on the whims of the trade association. Money for this could be raised by AMA benefit events throughout the country. Thousands are donated annually by clubs to other worthy causes, why not funnel our charity where it will do us the most good?

Improve The Racers' Lot

The plight of the professional racer needs to be improved. Promoters should pay the insurance fees instead of taking it out of the racers' purse. Purses should be larger and promoters should be required to do adequate promotion to assure a good crowd at professional events. Perhaps each National Championship race promoter should have to pay a sum for the purpose of sending immediate results of his championship to all the major wire services. The information should include the time and place of the next championship in the series.

These are the major items that need to be tackled immediately, whether by the outgoing Competition Committee or the incoming National Congress. Experience has shown that dictatorships, however benevolent, cannot work on a large scale in American motorcycling. The AMA has succeeded in retaining the loyalty of its members despite the fact that it was a dictatorship. Maybe now that it's becoming democratic, we can make up lost time and really have an Association of the people, by the rider and for the enthusiast.

Sincerely,
Charles C. Clayton
#150,630

The People Planners Take On The (UGH) Motorcycle

We who are interested in motorcycles have had the opportunity to observe them at work in the birth and growth of the "sportcycle." The people planners decided that the motorcycle and motorcycle-rider had a bad "image" and set about to reach the "mass market" with a new one. They tabulated American preferences and came up with the sportcycle, always pictured with a polished young man in spotless sportswear or a beautiful girl in as little as possible, lately topped with a helmet. This is (in their own words) the "new image cyclist."

Sales soared, proving to the satisfaction of the people planners that they had computed correctly. The next step follows logically. Remove the old image cyclists from the scene and require everyone to conform to the new image. Uniformity improves the landscape. Call it safety, protect the cyclist from himself, require helmets, goggles, boots and crashbars and limit the variation in appearance of motorcycles (oops! sportcycles) by regulating handlebar height. There's no limit. Identical clothing may improve it further. The people planners will have no difficulty deciding what color is the safest to wear while riding.

There was just one small problem. Uniformity and individuality don't mix. One thing motorcyclists have in common is their individuality. In California, at least, the people planners met their most feared adversaries... people who know what they're talking about. They met them on a most crucial battleground, the legislature; and for a while the new image will have to remain a matter of choice.

Meanwhile, it is just possible that sales soared because these cycles filled a genuine need for a lighter, cheaper fun machine. Maybe "motorcycle" is not really a dirty word. Maybe what the people planners need is to include some expert riders in their study group, as the Norton Air Force Safety seminar recently did. The testimony of these men who actually ride motorcycles added more understanding to the subject than any of the remote studies presented. But of course that was only their opinion, and computers don't have opinions.

LEGISLATIVE NOTEBOOKS

By Barbara Dahms

Uniformity Or Individuality?

"People Planners" are always among us, taking polls to find out what we think we want and raising campaigns to sell us on what they think we want, with results ranging from ludicrous to disastrous. When your favorite TV show is cancelled or a product you have relied on is replaced by a "new improved" model you can tell they've been at work. When you find something you've done for years is suddenly illegal you know they're in control.

Of course, there are people around who really know what they're talking about because they have been involved in a situation; but you will never find them among the "experts." An absolute requirement for people planners is that the group who studies something must never include anyone who knows anything at all about the subject being studied.

After all the uproar about communism, fascism and government by force, it is ironic that we are living in a planned society and we don't even recognize the planners. They came to us, not waving banners and making revolutions, but in a very American way, waving charts and graphs and making reports. They came from Madison Avenue and IBM and they have only to ask a few questions from random samples and feed the results to a computer and the future is perfectly arranged. (Well, almost!)

It is not so much the existence of the people planners as the seriousness with which they regard their craft and the faith with which everyone else seems to regard them that is alarming. Along with all the other things they sell us is the idea that they are indispensable to modern life.

JONES JUMPS AT ASCOT HALF-MILE

Ascot action after seventeen full weeks of racing continues to surprise not only the riders but the fans with different winners bouncing in and out of the winner's circle each and every Friday night.

Usually for this time of the year at least one rider in each class is rated as the rider(s) to beat but not so this year, which leaves the annual 8-Mile National title more of a question mark than ever before.

Expert side, point leader Mel Lacher came up with engine troubles in practice and sat this one out in the pits. Shorty Seabourne upset Chuck Jones in the heat race with Dan Haaby turning back Blackie Bruce and Ralph White. Sammy Tanner extended his all-time winning streak by also winning his heat race over Ron Kruseman and Jim Nicholson.

Amateur Makes Dash

Then Tanner came roaring back to take the measure of Jones and

Seabourne in the Trophy Dash to add yet another win to his 350-plus total over twelve years of racing. Amateur Roger Goldthwaite became the first Amateur this year to make the Trophy Dash and was a close fourth at the finish.

It looked like it should have been Tanner in the final but it was Chuck Jones in command all the way except for one brief moment late in the race when Tanner grabbed the lead.

Jones Jumps Back

Jones came right back to again



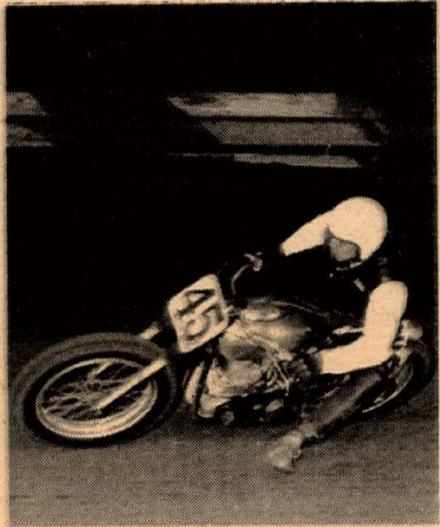
Leaping into the lead on the first lap, Chuck Jones cranked it on, rode a smooth and steady course to victory in the 15-Lap Expert Main Event at Ascot Park last Friday night.



First turn of the Main and Ron Kruseman (12x) leads a comeful of Experts. Right on him are winner Chuck Jones (24x), Ralph White (15), Dan Haaby (22) Bruce Holland (22r) and Sammy Tanner (7).



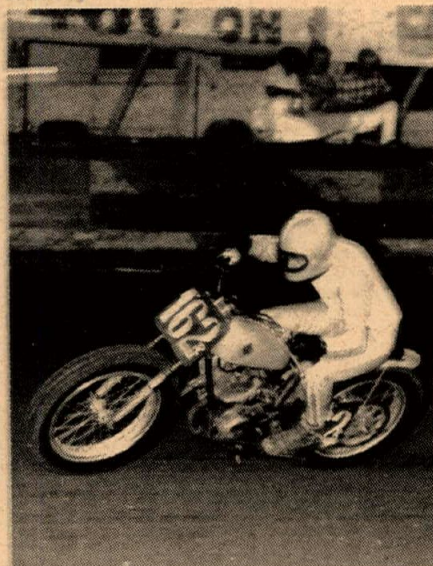
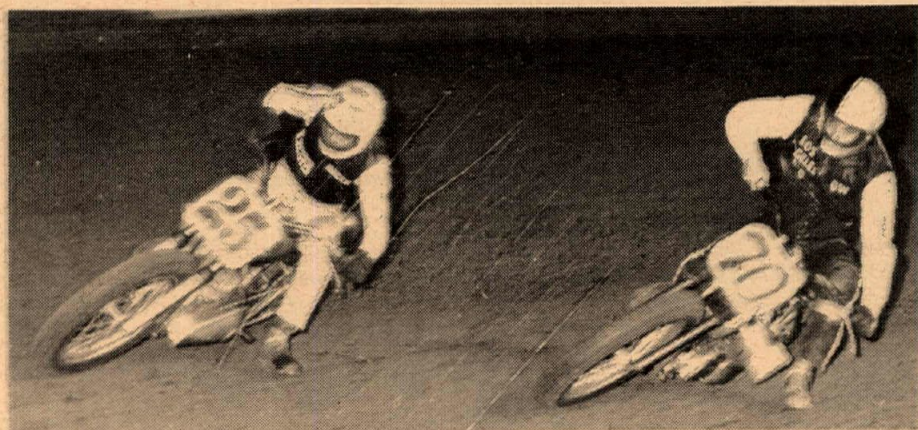
Elliott Schultz (20r) got a slow start, roared up from 9th to an eventual 4th place finish.



Stylish Amateur Jan Crawford wound up third in this week's yellow-plate 10-lap final.



Above: Novice action finds Chick Chicalero (107) leading Steve Pederson (225) and Alex Chinowski (473) at this point. Below: Fierce Amateur fight between Roger Goldthwaite (25z) and Gary Waldo (70r) ended when Waldo fell while running first.



Suzuki-mounted Rick Durkee, 10th ranked Novice, surprised not a few by winning his first 8-lap Main Event of the season.



Ralph White battled his way from the rear row to third place in one lap, then mechanical woes set in, finally sidelining him on lap 13.

DRAAYER GRAVELY INJURED

SEDALIA, MO. Sept. 25th: Cycle races at the Missouri State Fair on the one-mile track proved to be the biggest mistake of the year as far as the riders were concerned.

The Friday afternoon event, which preceded the Sunday night half-mile race, was run on a dry, dusty track that was far from fit to hold a major event.

In the final for the Expert riders, Bart Markel was leading the race when his engine seized. Markel immediately raised his hand to signal that he was out of the race and started to move off the pole and out of the way of the other riders.

Chris Draayer chose to try and pass Markel on the outside rather than the inside and hit the fence.

Draayer's machine flew into the air, pitching the Utah ace off the machine and into the fence. The bike flew through the air and hit Markel knocking Bart down.

We regret to advise that Chris Draayer suffered two broken legs and his left arm had to be amputated.

Markel announced immediately after the race that he was retiring from motorcycle racing and left Sedalia.

There were also many other injuries during the meeting. An unofficial report has it that California's Pat Gosch suffered a broken arm. (Cycle News will have the address in next week's issue for cards and letters to be sent to Chris who is hospitalized in Sedalia.)

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Owing to the Labor Day holiday Cycle News issue dated September 14, 1967 may reach your dealer one day late.

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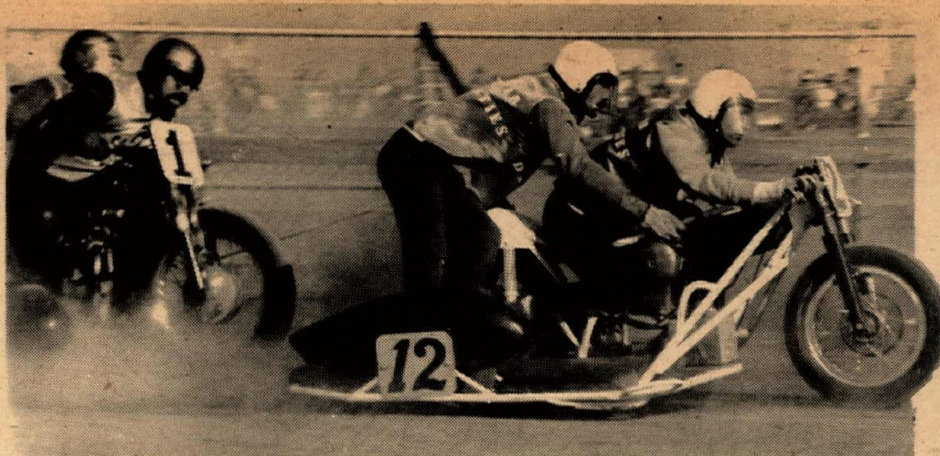
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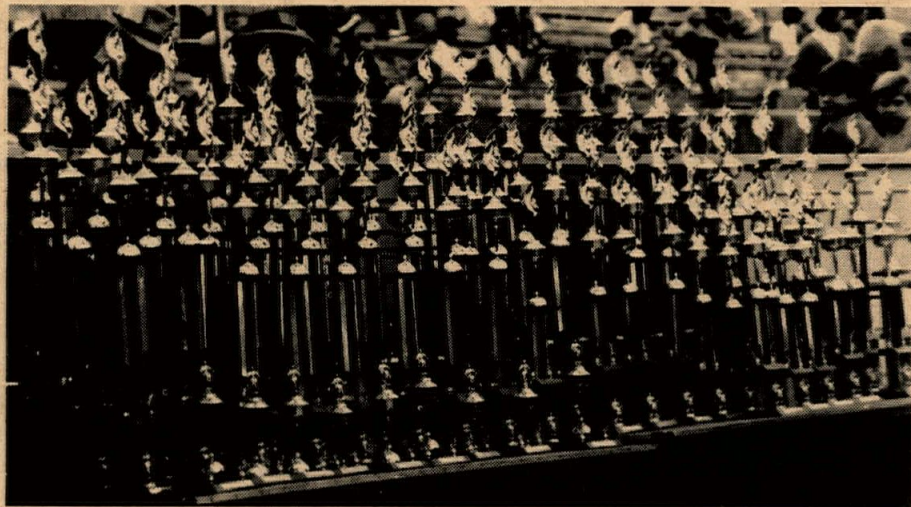


Above: Roger Goldthwaite, professional Amateur, returned to the scene of earlier triumphs to win the 250cc Expert chase.

Five hundred and forty five riders performed for the benefit of the Cerebral Palsy charity at the Salinas, California Fairgrounds last Sunday. All proceeds of the annual event went to the afflicted kids. Five thousand, seven hundred and eighty-four spectators paid at the gate plus 1,800 soldiers from the nearby Army base. A trailbike was won by Gene Martin. Officials who cooperated with the Salinas Elks included Referees Bobby Parker and Bob Day, Starter Dickie Dolan, Flag Chief George Hignall and announcer Tom "Lefty" Miyahiga. The cerebral palsy kids were represented by little miss Rosemay Schinnon.



Doug Bingham and Ed Wade beat six other sidehacks on the Bingham-built Harley.

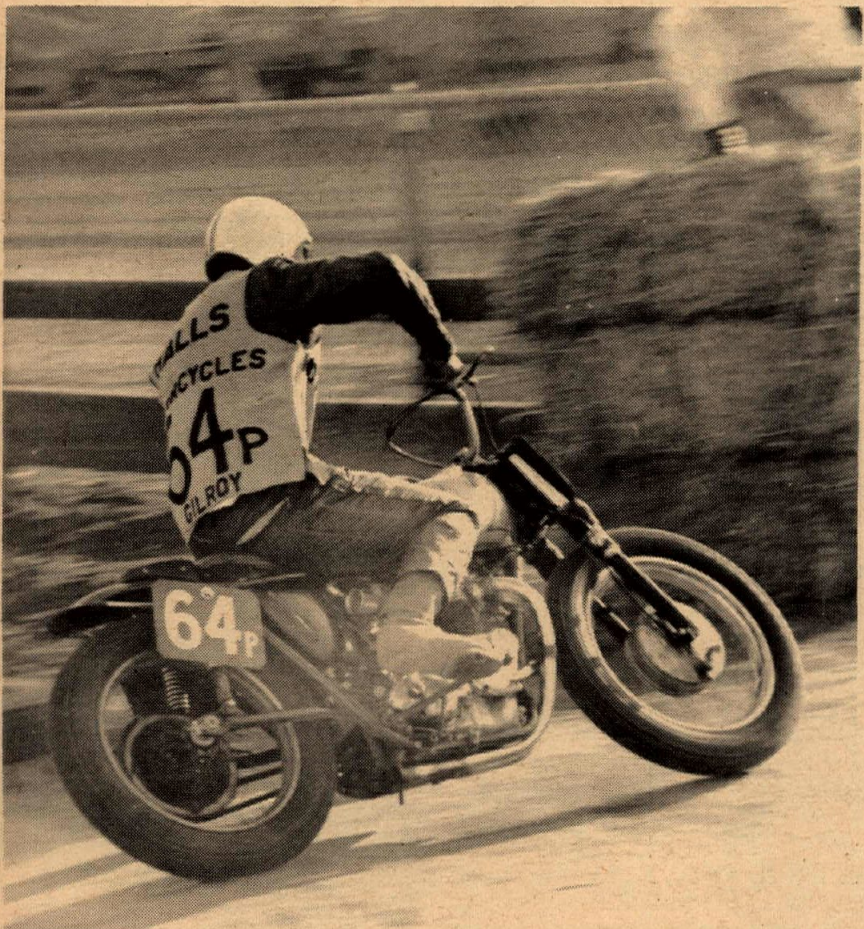


Over \$1,000 worth of trophies made it possible to give 6 or 7 per class.

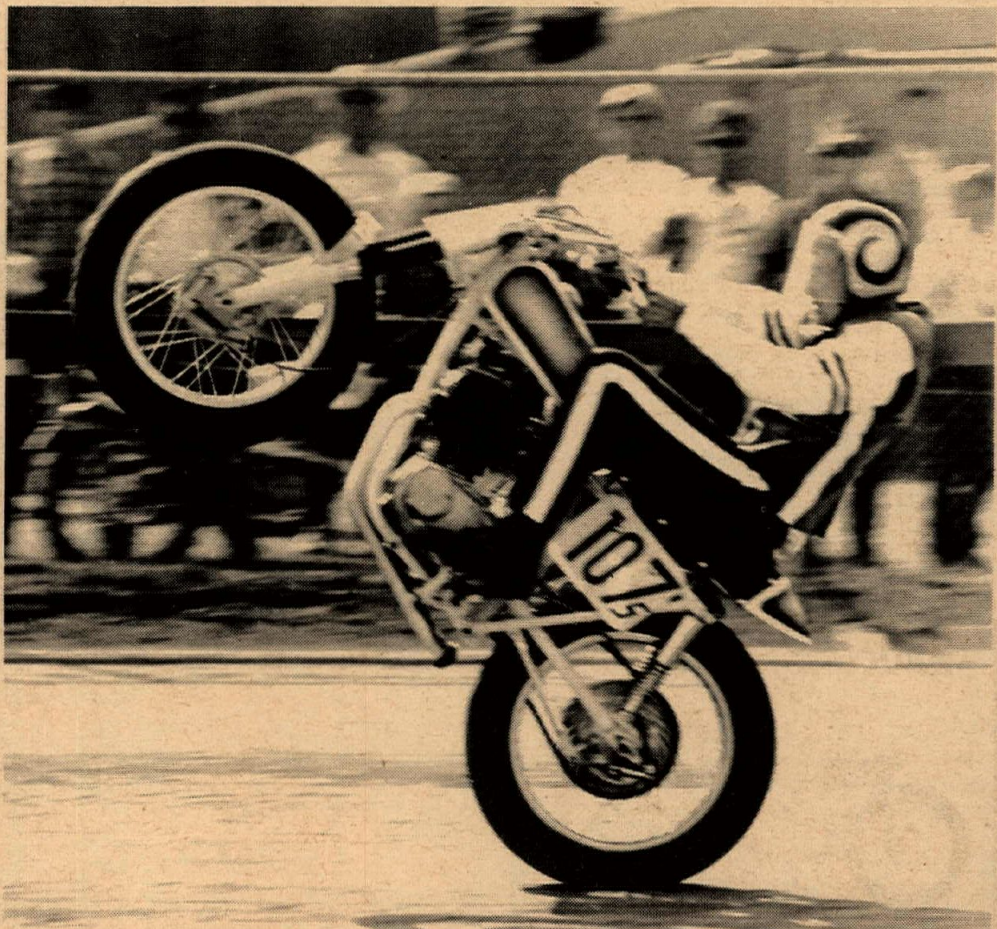


545 riders line up for the spectators in what must be the biggest fairground scrambles in the world! Entry is up from 427 last year.

Photos by Bill Pettigrew



64p Bob Fortino cleaned up the Open Amateur class. Weather was overcast with light rain.



Winner of the crowd-pleasing wheelie contest was well-balanced #107s Gary Dillard.

SPROCKETS SCRAMBLES SIZZLE

by Stan Coffee

With an ever increasing turnout on hand from District 37 and the usual fine array of local talent, the action in Bakersfield was hot and heavy at the latest evening bash, August 19. Every race seems to come closer to a North-South showdown.

Sid Payne and Jeff Sperry once again waged a fierce battle for Open Expert laurels. Jeff developed a bit of a miss on one bank of his KHR and the resulting loss of power was just enough to make the race almost dead even. Sperry went fast, but Sidney was just a little faster. John Scantlin bested Bob Leppek and Ray Wallis for Amateur honors.

The Bridgestone brigade from Taft swept the small bike classes. The brothers Matthews took the measure of the ninety classes. David best out Craig Ingalls in the Novice Main and Expert Randy was tops in the Amateur-Expert final. Jeff Johnson finished second to Randy to take away the Amateur gold. Expert Harry Krugh guided a factory one-seventy-five Bridgestone to an impressive win in that division. Chuck Parkinson was the Novice honors.

Tom Brimage captured the fifteen-inch Novice trophy. Tom was long overdue and impressed them all with his smoothness. Avery Hensley took his first ride on something larger than his Hodaka and made it a good one. Avery charged to second and pushed Brimage all the way. Ray Tobey bested Stan Sweaney for third.

The two-fifty Amateur-Expert main was a real ding-dong affair. Don Hughes grabbed a quick lead over Jeff Sperry and maintained the advantage throughout, but the real action took place back in the pack. Rick James, Guy Smith, Don McKay, Frank Roseberry and Mike Taylor all wanted to be in third place. Frank and Mike unloaded and after remounting, staged the most furious battle for the next to last ever witnessed. Roseberry won out by inches, relegating Mike to the dreaded last place. James followed Hughes and Sperry across to nab third. Smith finished fourth on a Kawasaki twin (superfast).

Ron Spellman added another trophy to his collection by grabbing the top spot in the twenty-one-inch final. Ron was followed across by a very fast Novice, Eugene Smith from Ventura, also Honda-mounted.

Up From L.A.

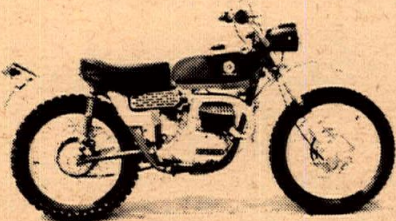
A large parade of L.A. area riders was led by Bakersfield's Mike Keen in the 500cc round. Clarence Pitman pushed Keen all the way without success; Mike just didn't make a mistake. Bob Ward of West L.A. edged his Matchless ahead of Triumph-mounted Brian Short of Santa Monica to take the Novice prize.

The Open Novice class was a clean sweep for District 37. Roger Longhofer of Van Nuys was followed by Santa Monica's Ed Bearcroft and Dick Ziker from Los Angeles.

The track surface was in excellent condition and the lighting was better than usual. It all added up to a great night of racing. The next race will be Saturday night, Sept. 2, to try and make it. If any rider in the South Bay, Inglewood, or San Fernando Valley area needs his bike transported to Bakersfield that night or has room for more in his truck, call me at Inglewood number 673-0573 and I will haul it myself or arrange for someone to get together with you. Let's go north and give those guys a bad time.

(Results on page 16)

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SANTA FE SHORT TRACK

NIXON CAPTURES 4th NATIONAL WIN

The "Baltimore Bullet," Gary Nixon, last week (Wednesday, August 23) won his 4th National race of the year at the annual Short Track championships at Santa Fe Park near Chicago.

Nixon, one of the few riders in competition who is able to put a Triumph Cub model into the winner's circle, won the title for the second time in three years on the specially-prepared, blown 200cc Cub that is set up and maintained by Cliff Guild in Baltimore.

Gary won the race book back in '65 and missed by inches last year when he was defeated by Bart Markel at the finish line. This time Nixon started things off with a bang, setting fast time of 16.06 seconds. Jim Odom was the fastest Amateur at 16.59.

Expert heat race winners were Nixon, Fred Nix, Neil Keen and Chris Draayer. In the first semi it was Draayer over Nix, with Lawwill in fourth. Dick Mann, winner of two Nationals this year, had engine trouble all night and ran behind Red McKeen, who grabbed last transfer spot to the final.

George Roeder also had trouble and by the time he got running the field was gone. Darrel Dovel lost a chain and did not make the Main.

Nixon went all the way to win the second semi over Bart Markel, Neil

Keen and John Tibben. Former winner Roger Reiman failed to finish in the top six to make the final.

It was an all Harley-Davidson twelve-rider feature except for the two Bultacos ridden by Keen and McKeen and the Triumph by winner Nixon. The Bultacos were never a threat, however; Keen finished 5th and McKeen was far back in 9th.

Three Way Go

Three riders — Nix, Nixon and Draayer — fought it out for honors in the 25-lap final. At the start Nixon, who held the pole position, got cut off in the first turn, and after one lap it was Draayer, Nix and Nixon. Draayer, the rider who led for 17 laps in 1966, started to stretch out his lead. It took Nixon until lap 13 to get by Nix, and the top three were running a full straightaway



Gary Nixon, winner of four National Championships this year, receives congratulations after his Santa Fe short track victory from announcer Bobby Baugh.

Photos by Ben Hall

BSA WINS



District 37 M.C. Grand Prix 1st In the Expert Class CHUCK 'Feets' MINERT - 441 BSA

Feets flew home first of all the experts in the toughest test yet devised for men and machinery ... one hour of tt-scrambles and rough, desert-like terrain. Matched against machinery up to 650cc, Minert's BSA Victor beat them all by quite a distance. Proof again, that no matter how tough the going gets, BSA builds bikes that are tougher!

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BSA WESTERN RESULTS

Salinas Ramblers Benefit Scrambles
Salinas, Calif. August 27, 1967

500cc Expert Class
1st CHAL DE CECCO - BSA
2nd DAVE HANSEN - BSA

Elsinore, Calif. TT
August 26, 1967

500cc Novice Class
1st M. NELSON - BSA
2nd R. SHELTON - BSA
Open Novice Class
1st B. TONDRO Jr. - BSA

350-500 Expert Class
1st C. CARGO - BSA
2nd J. KATO - BSA
Open Expert Class
1st C. CARGO - BSA

Hayward TT Scrambles
Hayward, Calif. Aug. 19
650cc Expert Class
1st JIM RICE - BSA

Ascot Half-Mile
Gardena, Calif. Aug. 25
15-Lap Expert Final
1st CHUCK JONES - BSA
2nd DAN HAABY - BSA
3rd SAMMY TANNER - BSA



Above: National Number two, Dick Mann, had mechanical problems all evening and didn't transfer to the final. Below: Fred Nix (95) fought hard, finished third in the 25-lapper.



ahead of Mert Lawwill in fourth. On lap 23 of the 25-lapper, Nixon passed Draayer to take over the lead. When Nixon started lapping the field Chris came back strong, almost passing Gary until he got caught behind two slower riders coming down the home chute. Gary beat Draayer to the line by half a wheel.

Nix finished third with Lawwill fourth, the position he held for every lap of the race. Keen had trouble on the line and ran last for the first ten



Several California riders were in evidence at Santa Fe, including Grant Bown (128x) of National City, aboard a Harley sprint.



Off and running at the start of the 25-Lap National Championship short track race at Santa Fe, near Chicago. Left to right, front row: Mert Lawwill (18), Bart Markel (1), Fred Nix (95), winner Gary Nixon (9), and leader throughout most of the race, Chris Draayer (77). Visible in the back row is Jim McMurren (11r).

laps. Then he came back to finish fifth ahead of Jim McMurren, John Tibben and Bart Markel.

The Santa Fe 25-lapper was Nixon's 4th big win of the season, and again he stretched out his National point lead over Lawwill.

Odom At It Again

Santa Fe regulars got their first glimpse of the nation's number one Amateur Jimmy Odom, who has already won titles at Tulare, Ascot, Portland and Castle Rock. Odom breezed his way to his 6th straight win on dirt tracks at National events and extended his Amateur record to five in one season. He was aboard the Les Edwards Suzuki X-6 model and now holds victories and track records on Suzuki, Honda, Triumph and Harley-Davidson. Another record.



Winningest Amateur in the nation, Jim Odom picked up another National victory, a big trophy and congratulations from a cute girl.

Amateur heat race winners were Odom, Walt Fulton Jr. and Lloyd Houchins, all from California.

In the 10-lap yellow-plate final, third-year Amateur Keith Nadler of Aurora, Illinois, got the jump on the field and led the first four laps. Odom passed Nadler on lap five and won going away.

A surprise second place went to road racer Walt Fulton Jr. The two-time Daytona winner took up the art of dirt track racing last spring at Santa Fe and wheeled a factory-sponsored H-D Sprint to his best-ever finish off the pavement, passing Nadler on lap 8. Nadler wound up third ahead of Lloyd Houchins.

The Santa Fe race was the last National in the East and Midwest this year. All the riders now swing to California for four straight weekends that include two half-miles, a mile track event and a road race.

(Results on page 16)

Kawasaki Comes On!

Whether you race, sell or just ride motorcycles, the cool ones from Kawasaki keep proving themselves every week in all forms of competition. For the ultimate in performance, reliability and quality, it's Kawasaki, the only motorcycles in the world built by an aircraft manufacturer.

FLASH—

15 out of 30 new records at Bonneville 1967 set by Kawasaki!

Class	cc.	Name	Record mph
C-C	100	Sullivan & Vaughan	76.909
PS-A	100	Thomas Kuntze	73.251
C-C	175	Bob Vaughan	87.087
C-A	175	Bob Vaughan	89.361
A-C	175	Bob Vaughan	90.178
PS-A	175	Bob Vaughan	90.623
APS-C	175	Bob Vaughan	93.567
A-A	250	Tom Kuntze	106.812
C-A	250	Darrel Krause	111.633
A-C	250	Tom Kuntze	107.425
PS-A	250	Chief Galbraith	118.421
APS-C	250	Tom Kuntze	96.771
APS-C	650	Roger Hall	102.769
APS-A	250	Darrel Krause	122.296
—	250	Chief Galbraith	118.998

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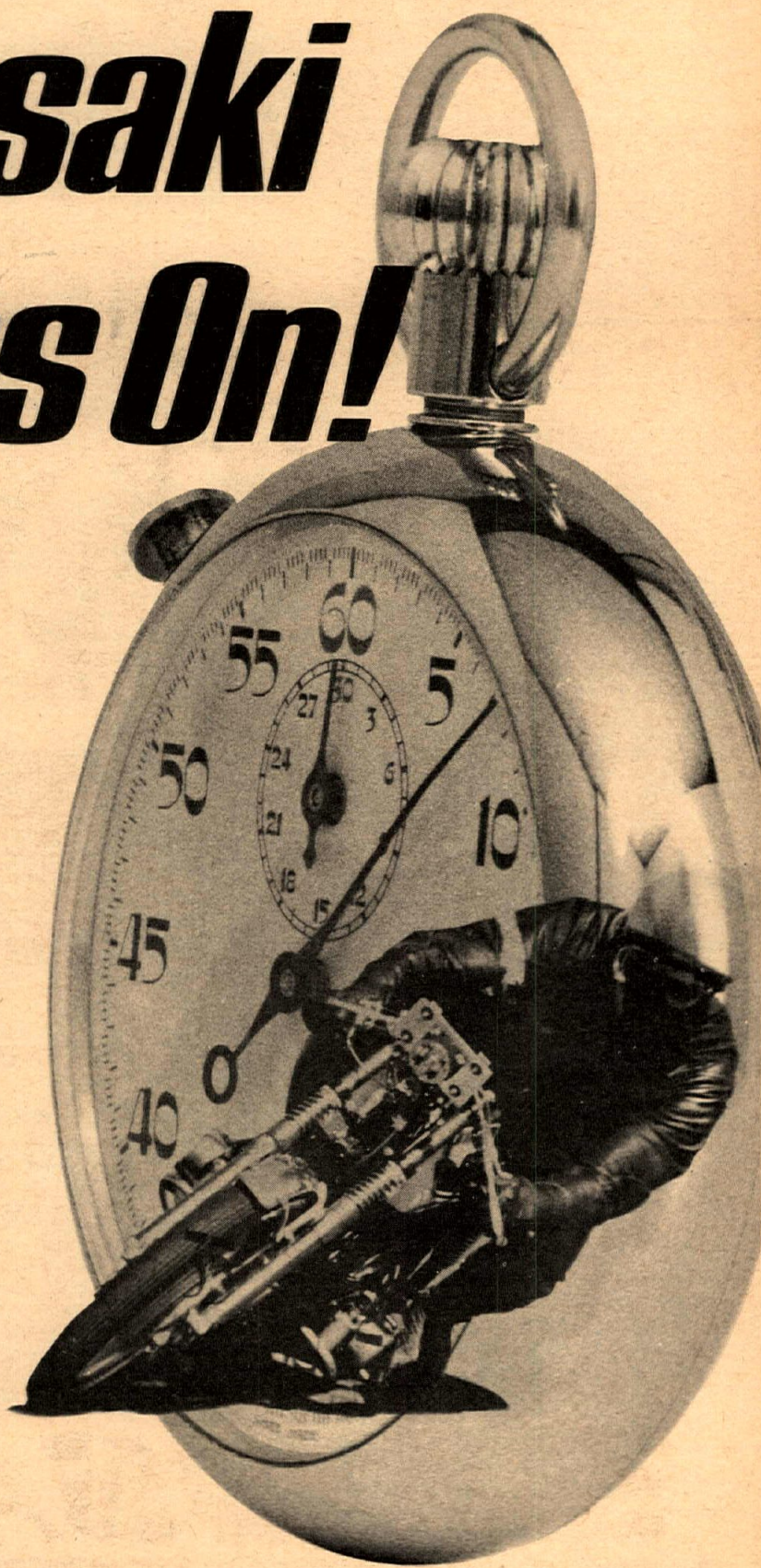
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FIVE MODS FOR A TRIALS BIKE

by Rich Eaton

More beginning riders would participate in "English Trials" if they understood how to prepare their machines for Trials operation. This article will help you set-up your bike so that you can shave points off your score and add to the enjoyment you will have by competing in a Trials contest.

The modifications listed here can be made to any make or size of bike; they are simple and will greatly improve the bike's handling characteristics.

Gearing

One of the main points in Trials riding is to be able to traverse rough grounds at speed slow enough to keep from being "bounced" out of control. To do this you must gear down. An overlay sprocket or trail sprocket is the easiest way to achieve this. You will sacrifice speed in your top gear but most trials courses seldom require speeds over 30 mph. The serious Trials rider will want to convert his transmission to a "wide range ratio" system in order to give flexibility at slow speeds as well as top end speed.

Foot Pegs

If your pegs are adjustable, shift them back and up as high as possible. The object is to shift the rider's weight over the rear wheel to improve traction on loose ground or mud. The tire will get more bite and you will be less likely to register a stop (5 points) for wheel spin. With the pegs set high, you will be able to clear rocks on the course. Special pegs can be designed and fabricated later when you become a true Trials enthusiast.

Tires & Wheels

Road tires are never adequate for Trials. The Dunlop "Trials Universal" or Avon "Trials Supreme" make a good combination for street or Trials. A 21-inch front wheel is advantageous for working your way through a rock-strewn section and, with this large diameter wheel, the bike can roll over objects easily. Tire pressure is extremely important. Lowering tire pressure can more than double the contact surface of the tire. If you plan to use a low tire pressure, security bolts are a must in order to keep from pulling a valve stem. The British Trials Master, Sam Miller, uses as low as two P.S.I. for short course Trials.

Carburetor Tune

Low speed performance can be improved by tuning the idle speed screw and the idle air mixture screw. Your objective should be to find a setting which produces a smooth, slow idle, yet one which allows the engine to pull without balking when the throttle is opened slowly. Some riders find it better to set-up small bikes with a little faster idle than normal to avoid stalling on gentle inclines.

Fuel Tank

One of the most obvious but most frequently overlooked items of preparation is that of carrying excess weight in the form of fuel. A full tank, positioned at highest point on the bike, creates a high center of gravity which causes clumsy handling at slow speeds. Fill your tank with only a quart of fuel; it is adequate for most short course trials. Further weight savings can be attained by fitting a small tank.

Try these five mods, you'll be a Sammy Miller before you can say "John Bull".

Watch this column for more on trials and enduros. Coming soon "Trials Riding Techniques" and "The Master's Bike".

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BIKE BLESSINGS

Photos & Story by Robert O. Fee

Three road events scheduled for the same week-end seriously cut the expected turnout for the 7th annual Hi-Way Kings Boys Home Benefit. One Hundred and fifteen riders attended the one day event, Sunday, August 13th.

The run started at the Santa Monica Harley-Davidson agency and ended at the El Rancho San Antonio Home for Boys in Chatsworth. All of the riders beat the deadline and the program started at 2:30 p.m.

Brother John Crow of the Holy Cross Order welcomed the riders back to the home and explained that their contributions went to the athletic fund and last year's donations purchased baseball equipment.

The Ace of Clubs performed their drill maneuvers for the riders and the boys of the home. Following the performance the cyclists took their places by their machines and Father Clement Kane, CSC, director of the home, blessed the motorcycles, then the riders. After he offered a prayer for the safety of the motorcyclists, he walked by each machine and sprinkled it. Peter Ostermeyer followed him bearing the container of Holy Water.

Motorcycle Medals

Next in the procession was Jerry



Father Kane blesses the machines at the Hi-Way Kings Boys Home Benefit run.

Bingochea carrying a box from which Howard Eble of the Hi-Way Kings passed out Saint Christopher medals to the riders. The medals brought quite a bit of comment this year as they showed a motorcycle on the front.

Individual games with gift certificates for the winners were conducted while the club completed the poker tally. B.R. Wheeler won the backward race, Danny and Dale Foss outdistanced everyone on three legs and Mike Anderson downed 3 do-nuts the quickest of all. Bike judging was

done by the boys of the home and Ken Osmond took the "Boy's Favorite" trophy. Following the trophy awards, many of the riders took the boys for a ride on the motorcycles.

Said Eble, commenting on the reduced attendance, "The RRC really goofed when they allowed the Banner Grade run to be transferred on top of us; and the shop that also put on a run knew that they would cut into the boy's fund."

The Kings absorbed the costs of the run and turned over an even \$250 to the home.

NEW SOUTHLAND MOTO-CROSS TRACK

by Mike Bishop

Forst Ranch near Castaic on Highway 99, is a departure from the race-track design philosophy of recent years. It makes no special concession to horsepower — except that a rider will have to have about 250cc of displacement — before he will feel that he has turned in a racing lap at Forst Ranch.

To say that the 1.1-mile course is rough is an understatement. One desert racer, after an invitational three laps on the new course, commented that he felt like he had just completed the first loop of a hare-and-hound.

Forst Ranch was not designed to emulate Prado Park; it was designed to put the "rough" back in rough scrambles.

Once Around the Track

Beginning at the start-finish line (A), there is a 150-foot sprint to the first turn, a progressively tightening, narrowing 180-degree right hander; (B) with escape area — that funnels up and over an abrupt hillock (C) that features no particular line.

This hillock drops as abruptly as it rises, and there is a short dash, just enough to get both wheels into

the same line, and you are faced with a slightly left-hand abrupt off-camber rise (D). The exit, like the approach to this one, is off camber, this time to the right. It is followed by a short straight into a flat 180-degree left-hand turn (E) which is followed by another short sprint to a near-90 left turn (F) that is deceptively easy looking. Fact is that it's slightly off camber and you suddenly find yourself faced with a tight, and very deep, right hander (G) that swings back almost 180 degrees.

This is followed by a short, bumpy approach to a sandwash. The turn into the wash drops about five feet, approximates 110 degrees (H), and then there is a brief run of about 100 feet, to where the wash intersects a two-rut road (I). Bear to the left, because that's the only way out of the wash. Over the road, sixty feet or so down the edge of the bank, and then a gradual drop back into the wash and just when the sand becomes really deep, the track turns sharply up and to the right (J), flinging you right onto a short bumpy straight that is just long enough to regain full control and prepare for

what's ahead — a 25-foot, 45-degree climb (K) that starts as abruptly as a brick wall, and ends just as suddenly, in a flat, swinging right hander around the crown of the hill, and then into an easy descent onto a cobby flat with a rock-hard surface (L). You've got to make the best of this flat stretch, however, because it ends with a 30-degree rise for about 50 feet (M), followed by a near-left hander (N), another 50 feet of 30-degree climb, and then a transitional hump (O) and the climb really steepens.

Near the top of this section the course becomes really bumpy and like as not you're going to hit the gradual right hand turn at the summit (P) with both wheels in the air. The surface on the top is churned and quite deep — deep enough that you will find yourself banking off the left side with power on. And suddenly the hill drops away, onto a steady 35-degree slope (Q), notched with some not-so-bad braves-bumps, and then a right hand swing at the bottom (R) that exits on an all-too-rare short straight (S) that leads into a gradual left hander (T) that crosses the wash and hops, still turning, up onto firm ground.

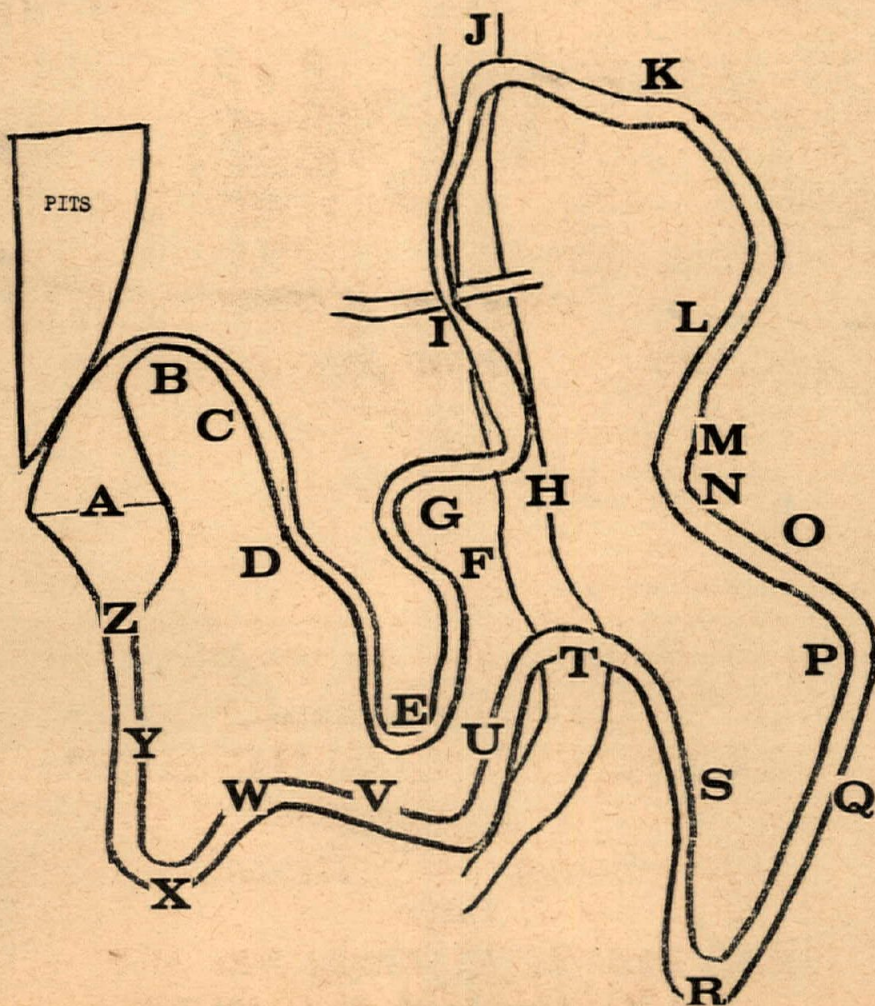
Now, there is a slightly inclined straight (U) that is one of the longest on the course leading into a sharply rising right hander that carries you onto a narrow ridge (V) that continues to climb and is interrupted only by a transitional uphill jump. Immediately after this jump the course banks smoothly to the left (W) and the ridge continues for another 50 feet, and the course turns abruptly to the right and down (X), about 45 degrees, and you find yourself headed quickly downhill (Y) for the start-finish area, reaching for fourth gear. Only one obstacle left, a lipless gouge (Z) followed by a slight drop — of no consequence, really, if you have the wick turned up and you yank hard on the bars. Otherwise, you will find yourself pulling a front wheel wheelie onto the starting line.

It is a racer's course, but not a tuner's course.

Available to All

Forst Ranch is going to be up for grabs. Any club or association that wishes to stage a race there — or conduct a field meet — can secure the facility for a day or weekend simply by applying in advance and having their function added to the schedule. The amount and terms of lease will depend, of course, on the time and nature of event to be held.

Now that you're armed with all of this first-hand information you might feel that you would like to have a personal crack at Forst Ranch and decide for yourself what it's really like.



Map of new Forst Ranch course.



Through the mud slosh CZ-mounted Bill Harry (9x), Jim Nicholson (28) Bultaco and (77) Preston Petty (Greeves).

ACA MOTO-CROSS AT CASTAIC

by Maureen Lee
Photos by Maureen & Gene Lee

Whee, the new moto-cross course at Castaic is one that is certain to separate the men from the boys and their mounts if they're not up to it, but it's a real good one!

moto-cross it is well worth going out to view one because (and especially on this new track) the difference between watching one of these and, say, a scrambles is like the difference between a waltz and the frug! Not only that, you get a chance to see riders like Gary Conrad, Preston Petty and Walt Axthelm in action and they are marvelous to watch.

Conrad and Petty Shine

Sunday, Petty and Conrad were on their Greeves with Axthelm on a C-Z and they all flew. Gary Conrad turned in a tremendous performance

by winning the 250 class on a Greeves and then the combined 350-500-Open event on a 360 Greeves. There were times when he didn't get a chance for a breather in between heats, but it didn't slow him down any.

Moto-cross are hard to report on because there is always so much going on and the point system is what counts at the end so we'll use the technique we did at Corriganville and hit the highlights. It would be hard to pick the best rider of the day but we'll give a nudge to Preston Petty for that. At the end of the hill section before swinging down to the straight away and the start-finish line there were three humps or 'whoop-de-do's.' Some riders would really cool it over them, some would jump each one (Conrad was real

(Continued on page 17)



Talk about hill and gully riding....



Slight mixup in one of the 100cc motos. No injuries, just confusion.

There is a hill that is a wildy (the little bikes didn't use it in the races as too many of them got hung up in practice on it) and at times the trail resembled a massacre with bodies lying all over the place, but no one got hurt. Just their pride! Anyway, it's a good course to ride according to those who did on Sunday, August 27, and a great place to spectate. From one ridge you can see 95% of the track including all the worst places and we've been told that soon this ridge will have a covering over it so spectators can get in the shade as it does get warm out there!

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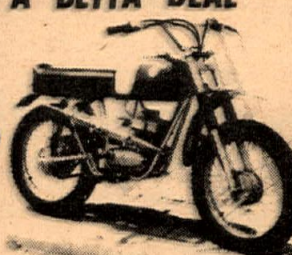
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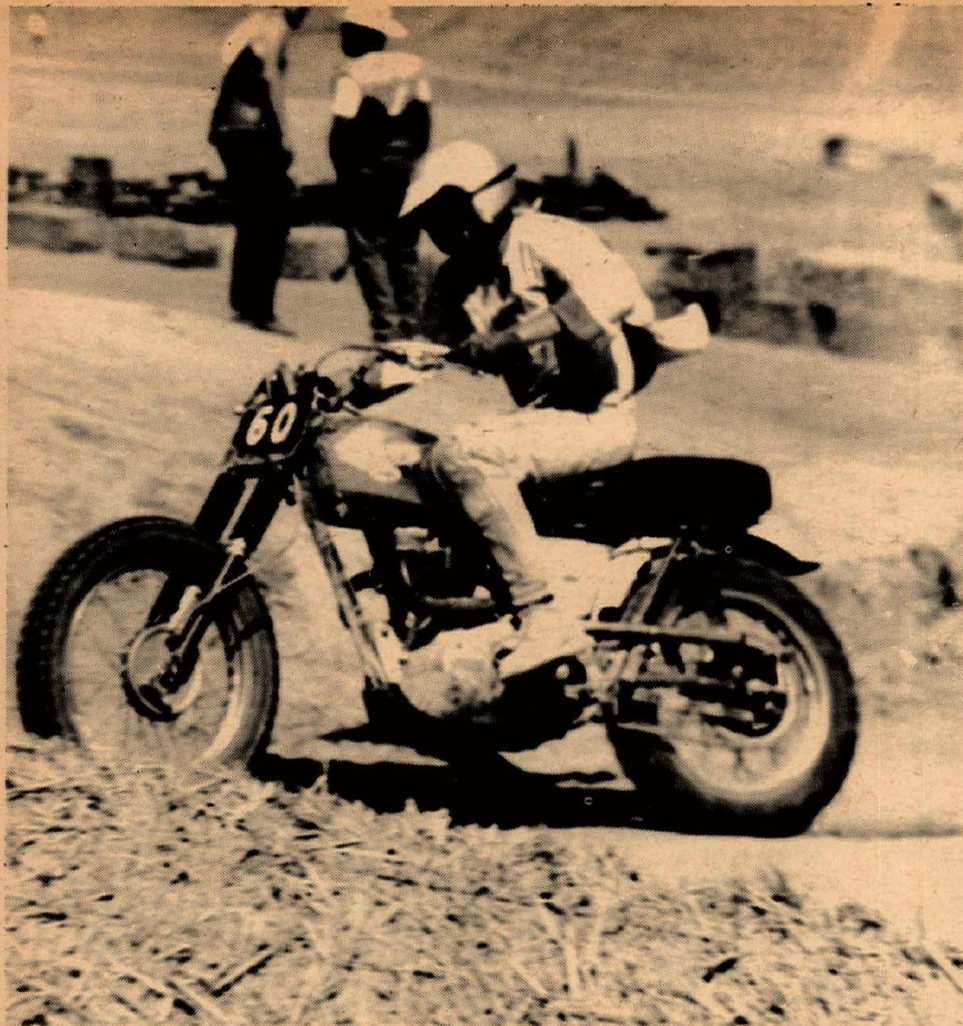
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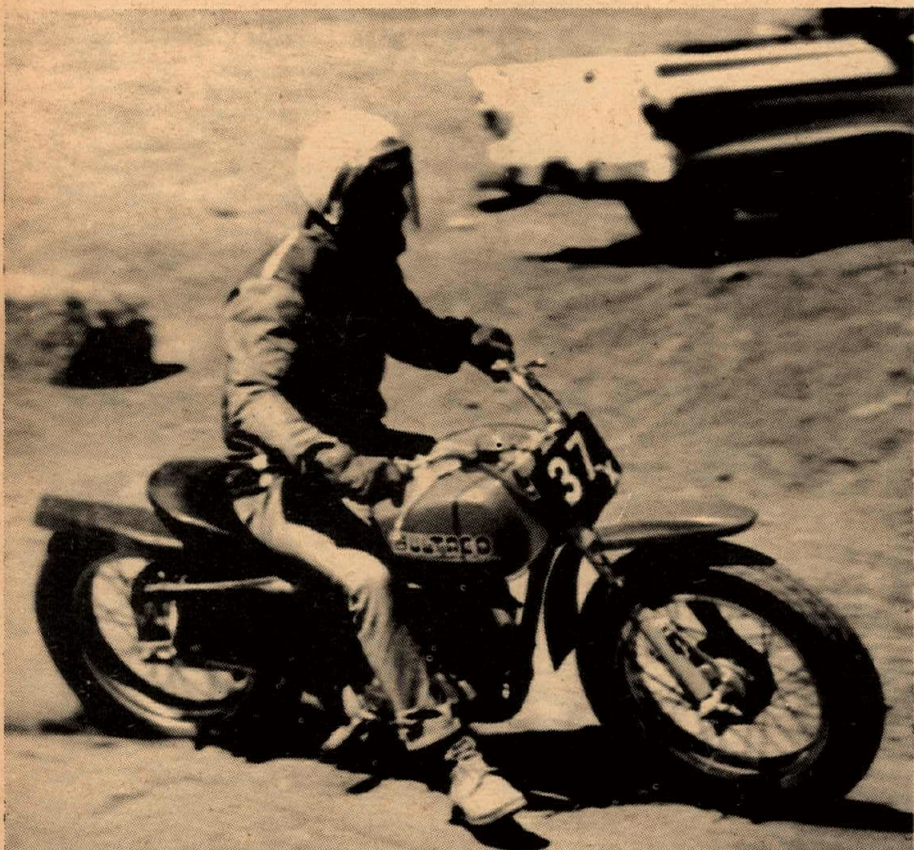


Gene Smith (60) was one of the "Sunshine supermen" last Sunday, winning his class on a fast desert rig.



COMPETITION

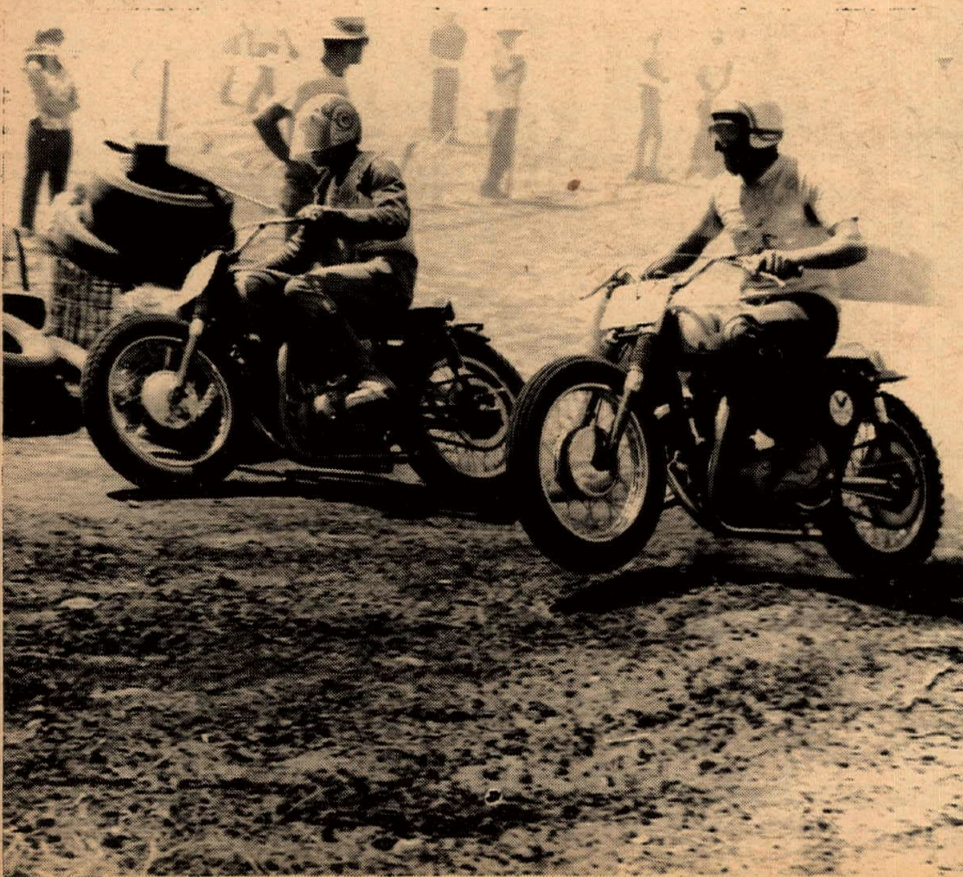
Charge of the Novice brigade (above) began a 45-minute endurance contest. Below: This sweeping downhill section combined desert and TT techniques.



John Riggen (37x) from the scrambles camp, romped roughshod over all the lightweights after a handicap start in sweepstakes.



Some of the course was smooth (below left) but some was mighty rough, like the steep, dusty hill (below right) which claimed a bunch of bikes.



Those meeting place ne wondered scramble

It was fun-rider. Grand Pr points w TT-style

Distrib of fun al funds. J participa a solid worked t Banners and camp suffered enough v everyone We saw R Carter w as Larry

Distrib overwork able unti find you pictures.



CAMP MEETING



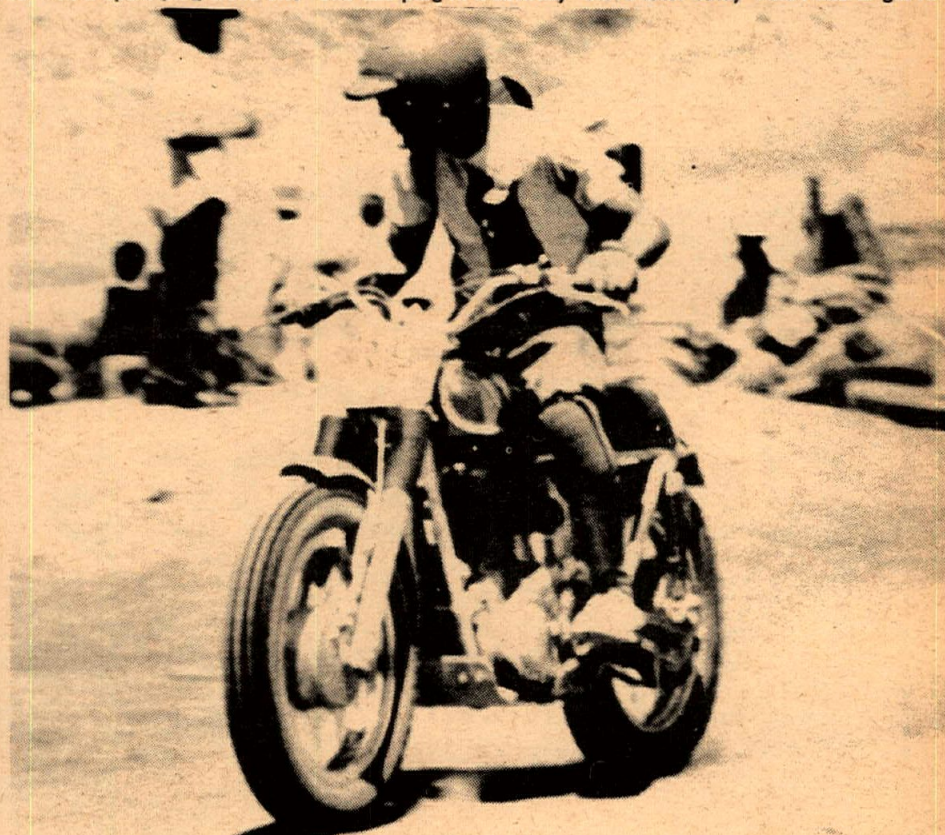
At left: Expert race started with J.N. Roberts off to a good lead. Crash on this turn prompted a re-start, which was ok by J.N. as he had dropped it on the hill.



Unidentified Bridgestone rider placed high enough to ride the Sunday Sweepstakes.



Badger Maynard (250mx) won the Novice 100 trophy on Saturday. Below: Steve Hurd held the Expert lead until a spark plug broke off. "One bad plug in a million," Steve later said, "And I had to get it!"



Below: Sidehack team of the brothers LeBlanc made it look so easy beating passenger rigs three times their size. When are these guys going to get some competition?

Wild motorcycle sporting riders held a camp meeting at the Bay Mare Races in Simi, Calif. last weekend and we would the desert riders beat the city riders or vice versa?

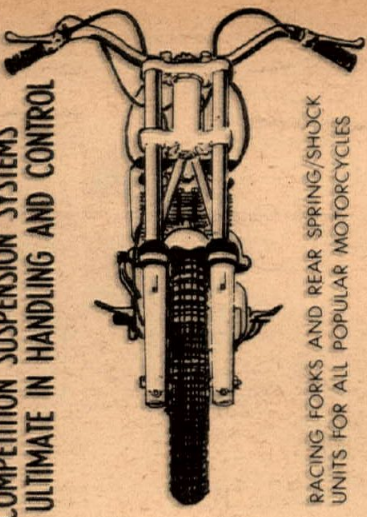
The first occasion for the two types of riders to get together since the DirtDiggers' last year. Both desert and scrambles were at stake and the course was half desert-rough.

1967 put on the two-days and one night event for the benefit of its district riding by the near 2,100 people who were in one way or another, the meet was a success. Bay Mare management have really gone to town improving the facilities. The event was held in the cooling breeze, course areas were excellent. The event was only one handicap - the lack of volunteer flagmen and scorers to give the riders a chance to relax and enjoy the races. Peterson and Bill Adams and Jean were on the whole day through, as well as the other riders.

President Carter was taken ill (from a cold) and so the results will not be available next week. Meantime see if you can find (or your favorite rider) in these



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ELSINORE NIGHT SCRAMBLES

By Don Wallen
Hey, Get This!

BSA wins 3 classes—J. Kato and C. Cargo run dead heat, and have to have a Special 2-lap match race—Novice R. Vanderpool wins Sweeps over big bikes—Novice, up and coming youngster, L. Davis wins his first race—Stan Rogers loses it coming over the jump in a case of trying too hard—Elsinore gives first 50cc trophy to R. Bell on a Honda—J. Wahl lost the motorcycle 3 times in one night but didn't lose his cigar—R. Marquis returns to Elsinore on 350 Honda to win 3rd place in the 350-500 Expert class.

Quite a good night of racing was enjoyed by all at Elsinore on Saturday, Aug. 26. The pre-race prediction was glum in that the water truck had to be repaired during the day (due to a blown transmission that T.H. Paschal replaced that afternoon) and the track suffered from lack of water, but as it turned out, enough water was laid on to insure a good track surface all night.

A large crowd showed up as usual with around 150 riders. The track management is offering trophies in the 50 to 55cc class, so unlimber those tiddlers, boys, and bring them out next week for a new fun class.

Expert War

The action in the big bike division on this night was very hot as Clutch Cargo came on strong on a 441 Victor, winning all but one of these heats as B. Shipman on a Triumph did a good job of chasing all night with B. Tondro Jr. getting a well-deserved third and doing some good wheelies in the process.

The 350-500 battle was one of the best as C. Cargo and J. Kato fought wheel to wheel all night and in the 3rd moto, Cargo and Kato came up to the wire in the closest dead heat ever seen at Elsinore, and the deciding factor had to be a

2-lap run-off between the two, which Clutch Cargo won by a slight margin. One of the most impressive rides of the night was turned in by Rick Marquis on a 350 Honda in this class as Rick was never too far from the front on a 350, yet Rich went on to 3rd over all and certainly the moral victor in this class, as he has not been racing in 4 months due to a sore foot.

Stuff And Things

One of the improvements at Elsinore is that the road coming in has been oiled, which is really groovy. We have to thank R. Burkert's father for this fine improvement. Although Rusty had trouble on this night, he is always out there plugging and quite a threat to the 100cc Experts, and is sponsored by Cromwell's Cycle Service.

It was a great night of racing and the high point was when Novice 100cc rider R. Vanderpool received his three trophies—for 1st in the Sweeps, 1st in the 100 Novice and 2nd in the 100 Expert, plus a standing ovation by the crowd at the trophy presentation.

(Results on page 16)

SCRAMBLES ACADEMY THIS WEEKEND: ROOM FOR A FEW MORE

Southern California's Scrambles Academy, the first recognized dirt riders' training school will hold its third monthly session this Sunday, Sept. 3rd as it does on every first Sunday of the month. Pre-registration has almost filled the school, but business manager Bob Braverman promises to hire extra instructors if necessary to handle the late comers.

So be at Perris by 9 a.m. Sunday Sept. 3 with your helmet, scooter, boots and jacket. Reread *How to Ride & Win* on Saturday, and you can recuperate or ride your "homework" Labor Day. Cost of the non-profit course is \$10 and you really get a season's experience in the day's lessons. Course instructors are Jim Hunter, John Rice and Monte Darling. Directions to Perris can be found under "Every Saturday Night" in the calendar on page 2.

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2nd Greg Morris — Suzuki
3rd DAYTON MCKENZIE — DUCATI

B-Main Event

- 1st BOB STRODE — DUCATI
2nd Bard Hansen — Bultaco
3rd Mike Sterring — Bultaco

C-Main Event

- 1st MIKE RICHARDSON — DUCATI
2nd LUTHER CORY — DUCATI
3rd ED FLEMING — DUCATI

August 26, 1967 Trophy Dash

- 1st BOB STRODE — DUCATI
2nd Chris Hansen — Harley

A-Main Event

- 1st BOB STRODE — DUCATI
2nd BUTCH HARWOOD — DUCATI
3rd Jim Jones — Honda

Special Old-Timers Race

- 1st CLIFF STERRING — DUCATI
2nd ED LARGE — DUCATI
3rd BUD LINDSAY — DUCATI

MATCHLESS ALSO WINS 'EM EASY

SPROCKETS SCRAMBLES BAKERSFIELD, CALIF.

August 19, 1967

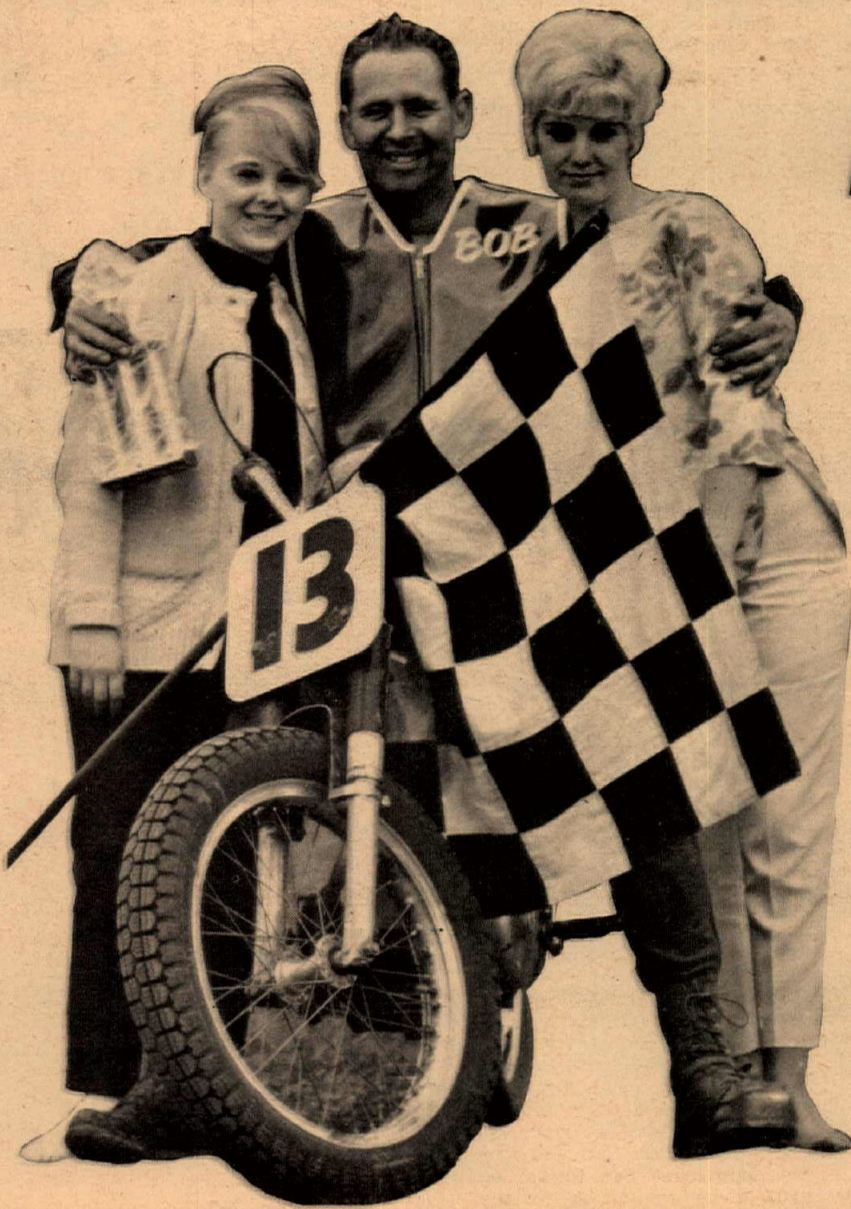
650cc Amateur Expert Class

- 1st SID PAYNE — MATCHLESS
2nd Jeff Sperry — Harley
3rd John Scantlin — Triumph

500cc Novice-Amateur Class

- 1st MIKE KEEN — MATCHLESS
2nd Clarence Pitman — Triumph
3rd BOB WARD — MATCHLESS

Big winner at Bellingham three weeks in a row was Ducati mounted Bob Budschat, here flanked by trophy queens Judy Stering and Pam Bowden.



2,200 MILES ON 2 WHEELS IN TWO WEEKS

PART V

7th DAY

by Robert O. Fee



Compatriots

Just pass Crescent Mills, we were passing the wash tracks of a lumber truck around a curve when we sighted another couple standing by the road alongside of their big twin. The young lady was pointing a movie camera at us so I pulled up under the same pine and we spent a half-hour getting acquainted.

Les and Sue Capurro had ridden up from Sacramento via Route 40 along the Feather River and were headed toward Burney Falls through Lassen. Les was about ready to give in to the weather and turn back, but they joined us and we continued on.

At Chester Corners on the north end of Lake Almanor, the largest artificial body of water in California, we paused for coffee and rolls. Turning east on Route 89, we were flanked for mile upon mile by pine farms; Ponderosa and White Pine trees by the millions. The road was gradually climbing now to Morgan Summit at 5750 feet. Shortly after cresting that, we entered Lassen National Park by the south gate at 5 p.m. The rain had stopped and so did we, at the Sulphur Works just a short distance into the park. This thermal area is composed of steam vents, boiling pools and bubbling mud pots with a narrow trail winding between and around them.

The road north from the Sulphur Works snakes up the side of Lassen Peak to the pass at 8500 feet. It is a two-lane affair, although less than that in some places due to construction. The thin slime of mud was pretty slick in some places but the views were simply fantastic.

Abundant Beauty

I would say that we enjoyed some of our most spectacular scenic panoramas from this section of road. The slight that seemed to fascinate my wife was the one ever-present just to our right. Unobscured by any guard rails, the drop-offs of one to two thousand feet were very close to being vertical. But Fay held on tight. (Boy, did she hold on! My ribs were black and blue for a week.)

Near the summit we pulled off the road and parked. Les and Sue stayed with the Harleys while Fay and I hiked the one and a half miles to Bumpas Hell.

This is another thermal area like the Sulphur Works only more so. Our foot trail took us over glacier-type snow packs, but we were still below the tree line. And it was cold!

We didn't tarry long and soon returned to the machines and continued on toward Manzanita Lake. At one point along the way we passed the Devastated Area. It is a large area absolutely bare of all vegetation from the hot blasts and mud flows of that May, 1915 glimpse of hell when Lassen Peak erupted.

Just out of Manzanita, the sprinkles turned to rain and it really came down. With hot coffee and tea in our hands we sidled up to the heaters in the main lodge and started the drying out process. Les and I took advantage of a slack in the rain to scout for a campsite while Fay and Sue visited the grocery store for vittles.

We found the best doggone site in the country for the conditions prevailing that night and returned to the lodge for another cup of nectar. When the lights were dimmed we all left and rode over to a nearby laundromat, which was also closing. The building had a good-size porch roof and some one had thoughtfully provided a picnic table under it. I would be willing to bet that it was the only dry picnic table within 200 miles.

Within a half-hour, the Harleys were under the eaves, out of the rain, and the sleeping bags had been spread out. A stew of beef and sirloin tips was bubbling merrily away on the stove to the accompaniment of radio music from San Francisco and rain from the heavens.

8th Day Wednesday 227 miles

The rain was still coming down as it had all night when we arose and packed our gear. Donning our rain clothes, we returned to the coffee shop. After breakfast, the Ranger assured us it was raining, not only in Lassen, but throughout the Sierras and all the way up the coast. With this information, Les and I decided to cancel the planned Burney Falls and Mount Shasta portions of our trip.

The Capurros invited us to their home to dry out before continuing our journey. After riding down the mountain to Redding in an increasing downpour, I checked with the weather bureau and found that no let-up in the rain was expected for three days.

Scratching our planned Eureka leg of the trip, Fay and I accepted the Capurro's invitation and we set south on Highway

99E. By the time we reached Red Bluff, the sun was shining brightly. We shed our leather and rain gear and by the time we reached Chico at 2:30 the temperature had reached the 90's. After a cold drink we rode on, through an area devoted to wheat farming with enormous fields flanking the highways as far as you could see. It was a very monotonous ride and frankly we all felt better when we reached the Capurro's home near Roseville, a suburb of Sacramento and rode into their driveway at 4:30.

Les and Sue were very gracious hosts and made us feel quite at home. While the girls cleaned up, Les and I attacked the Harleys with the garden hose but the Sattley goop that I had collected resisted all our efforts. After we cleaned up, all of us clambered into Les's automobile and he gave us a conducted tour of the Folsom area.

We arrived at the prison gates just before the gift shop closed and spent 20 minutes looking over the prisoner-made items. Fay bought a couple of trinkets to take to our folks and our boy.

Following the road on around, we paused at the dam on Folsom Lake. Les was raised in the mother lode area just east of Folsom so he knew the area well and made the tour quite interesting.

Sue prepared a delicious dinner around rib steak and after the wholesome feast, they showed us some of their movies of motorcycling activities of their area.

9th Day 114 miles

Pancakes and eggs served by Sue started us on our way Thursday morning. Les filmed our departure with his camera as we hit the road at 9:30 a.m.

In Sacramento, we circled the State Capitol, eyeballing the state buildings from the seat of our Harley. We had a better view than the tour busses — no dirty windows.

Taking Highway 99W for a short distance, we struck west on Route 120 at Davis, heading toward the wine country. Our rain gear was stowed for the rest of the trip and we were riding in our summer jackets (white nylon).

The temperature was in the high 80's when we stopped at the Lake Berryessa recreation area and had lunch; cheese and bologna sandwiches. I stretched out for a short nap while Fay took a walk along the river which flowed by the campground. When I awoke, we continued on, turning south on State Route 37 into Napa.

Napa is the southeastern entrance to the "Redwood Empire." It is also the center of a fruit and nut raising region. Napa County produces over 100 varieties of grapes and is famous for its table wines.

Riding north on Highway 29 through the heart of the California wine country, we sopped at the Christian Brothers' Winery and took the last guided tour of the day. We both found the tour very interesting but Fay didn't care for any of the products they served in the tasting room.

Pointing the Harley north again, we rode leisurely into St. Helena where we paused to pick up groceries for our evening meal. About five miles north we made camp and Fay cooked up some grilled cheese sandwiches, tomato soup, macaroni and cheese, and for dessert — cantaloupe.

10th Day Friday 149 miles

We left the campground at 7:30 and rode six miles to Calistoga where we had breakfast and looked up the Old Faithful of California. Just north of Calistoga is Mt. St. Helena, an extinct volcano. This accounts for the thermal activity that provides several mineral springs, mud baths and geysers. Calistoga's Old Faithful is one of three faithful geysers in the U.S. and the only one in California. The most famous geyser, of course, is Old Faithful in Yellowstone.

After this privately-owned geyser blew, we headed west on an unnumbered county road through the big redwood country. We stopped and walked through a petrified forest and then rode south into Santa Rosa. Turning west again on Highway 12, we passed through Sebastopol and rode into Guerneville on the Russian River just in time for lunch.

We followed the Russian River through groves of Redwoods west to the Pacific Coast and Highway 1.

The wind was really blowing, raising white caps on the river inlet and a pretty high sea was running.

We turned inland at Bodega Bay and rode through a narrow valley to Petaluma. Numerous chicken farms and egg ranches lined the highway. Large plum orchards, vineyards and a few cattle ranches took over as we approached San Rafael on Highway 101 where we put up for the night and did the laundry.

(Continued Next Week)

AMA SHORT TRACK COMING UP

Motorcycle racing returns to the Antelope Valley Fairgrounds for the first time in two years on Thursday night, August 31st, when J.C. Aganian will stage an AMA Short Track racing card over a one-eighth mile dirt track on the fairgrounds infield.

A full fourteen-event card is slated as an added attraction to the annual fair at the Lancaster, Calif. site. Racing will start at 8:15 p.m., with practice runs at 7:30 p.m.

Aggie expects more than one-hundred riders to turn out for the evening's progressive program, which will see all three classes of AMA riders in action together, Experts, Amateurs, and Novices.

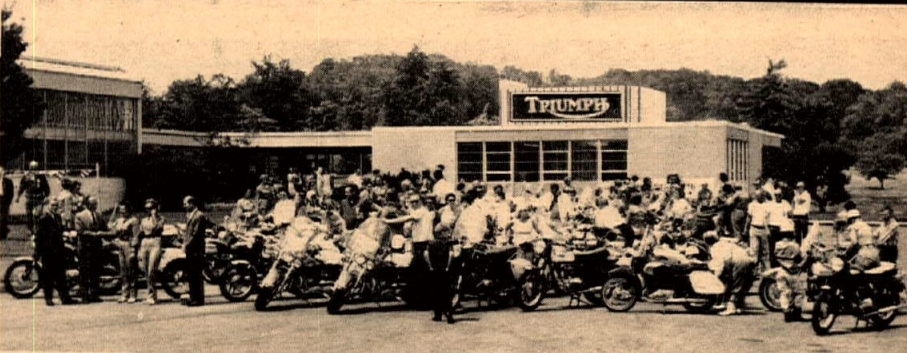
Among those expected to compete are such stars as Sammy Tanner of Long Beach; Dan Haaby of Lawndale; Ralph White of Torrance; Chuck Jones of Arcadia; Blackie Bruce of La Mirada; Jim Nicholson of Granada Hills; Marty MacDonald of Sepulveda; Shorty Seabourne of Lawndale; Bob Bailey of Anaheim; and Phil Todd of Ojai.

GRAND OPENING FOR NORM REEVES PARAMOUNT

Hourly giveaways of record albums, helmets, windshields, saddlebags and other donated merchandise will be part of the grand opening ceremonies at Norm Reeves' plush new Paramount shop, 15745 Lakewood Blvd., Paramount, on Friday and Saturday, September 8th and 9th.

Present for ribbon-cutting ceremonies at 10 a.m. on Friday that start off the two-day affair will be Mayor Bill Kennedy of Paramount and other luminaries. Radio station KFOX has arranged to furnish day-long live coverage of the events, as well.

The elaborate new Norm Reeves Paramount facility features 8000 square feet of air-conditioned showroom, among its many attractions. Grand Prize of the opening days' giveaways will be a free Honda — so be on hand for the festivities.



MOTOR MAIDS VISIT TRIUMPH as part of their National Convention held in Lancaster, Pa. this year, the Motor Maids of America led by their National President Marge Cutwright, rode their cycles to The Triumph Corporation in Timonium, Md. where they were given a tour of the factory and entertained at lunch.

JOHN DI SIMONE INVITES
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IN CYCLE NEWS

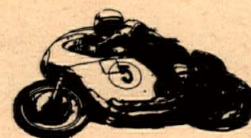
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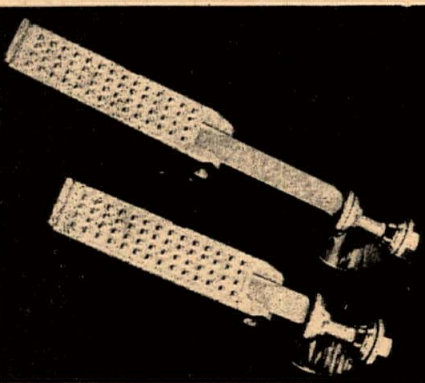
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ELSINORE TT
Sat., Aug. 26, 1967
By Don Wallen100 NOVICE
1. R. Vanderpool
2. J. West
3. M. Carver200 NOVICE
1. D. Dudek
2. K. Hudson
3. E. Hereth250 NOVICE
1. R. Park
2. D. Willardson
3. D. McGuire350 NOVICE
1. W. LaCounte
2. L. Edney
3. J. Johnnie500 NOVICE
1. M. Nelson
2. R. Shelton
3. P. ShepherdOPEN NOVICE
1. B. Tondro Jr.
2. L. Mitchell
3. B. Maahs100 EXPERT
1. G. Bailey
2. R. Vanderpool
3. S. Larson250 EXPERT
1. G. Bailey
2. L. Taylor
3. C. Voll350-500 EXPERT
1. C. Cargo
2. J. Kato
3. R. MarquisOPEN EXPERT
1. C. Cargo
2. B. Shipman
3. B. Tondro Jr.SWEEPSTAKES
1. R. Vanderpool
2. C. Cargo
3. G. BaileyAll results unofficial
unless otherwise noted.**ORANGE COUNTY SHORT TRACK**
Wed., Aug. 23, 1967100cc TD
1. David Aldana, Santa Ana Suz250cc TD
1. Mike Spitzer, Sunset Bch Hon100cc MAIN
1. David Aldana, S. Ana Suz
2. Ron Taylor, Santa Ana Yam
3. Rick Woods, Sunset Bch Gil
4. Gary Kearns, Fountn Vly Yam
5. Dave Massingham, B. Pk Yam
6. Eddie McGregor, S. Laga Suz
7. Tom Rockwood, Gardena Hon
8. Tom Thompson, S. Clmte Hon250cc MAIN
1. Steve Pederson, L. Bch Kaw
2. Jeff Jahns, Newport Duc
3. Sal Acosta, Compton Bul
4. David Brooks, Santa Ana Suz**CASTAIC**

Aug. 27, 1967

By Maureen Lee

100cc
1. Roger Twedell, Hawthne Hod
2. Badger Maynard, Anahm MB
3. Gary Bailey, Compton Hod
4. E.C. Birt, Lawndale Kaw
5. Bill Friant, Inglewood Hod175cc
1. Alan Peppel, Saugus Hon
2. Richard Trusty, Sunland Hon
3. Gary Snyder, L.A. Oss250cc
1. Gary Conrad, Palmdale Gre
2. Bill Harry, Covina CZ
3. Ron Jones, Saugus Bul
4. Tim Hart, Torrance CZ
5. Chuck Kocsis, L.A. Hus
6. Rick James, Northridge Bul350cc
1. John Maynard, Man. Bch Hon
2. Leroy Frye, L.A. Hon500cc
1. Gary Conrad, Palmdale Gre
2. Walt Axthelm, S. Dimas CA
3. Philip Bowers, Chino Mai
4. Stu Peters, Woodlnd H. Mai
5. Robert Mall, Hawthorne MatOPEN
1. James Robb, Tujunga Met
2. Lyle Taylor, Granada H. Tri
3. Don Mitchell, Torrance Tri**SPROCKETS SCRAMBLES**
Bakersfield, Calif.

Sat., Aug. 19, 1967

By Stan Coffee

90 NOVICE CLASS

1. David Matthews, Taft Bri

2. Craig Ingalls, Bakersfield Hon

3. Mark Staab, Madera Hod

90 AM-EXP.

(E) 1. Randy Matthews, Taft Bri

(A) 2. Jeff Johnson, Bksfld Hod

(E) 3. Harry Krugh, Taft Bri

(A) 4. Ron Tobey, Bakersfld Kaw

175cc NOV-AM-EXP.

(E) 1. Harry Krugh, Taft Bri

(N) 2. C. Parkinson Jr., Nthrdg Mon

(N) 3. David Gardner, Bksfld Hon

(N) 4. Chuck Daly, Van Nuys Bri

200 NOV-AM-EXP.

(A) 1. Randy Smith, Ventura Bul

(E) 2. Mike Lane, Bakersfld Bul

(A) 3. Steven Davis, Bksfld Bul

(A) 4. Art Carter, Fillmore Bul

250 NOVICE

1. Tom Brimage, Oildale Duc

2. Avery Hensley, Bksfld Mon

3. Raymond Tobey, Hunt Pk Bul

4. Stanley Sweaney, Bksfld Mon

250 AM-EXP.

(A) 1. Don Hughes, Bksfld Bul

(E) 2. Jeff Sperry, Bksfld H-D

(E) 3. Rick James, Northrdg Bul

(A) 4. Guy Smith, Taft Kaw

350 NOV-AM.

(A) 1. Ron Spillman, Edison Hon

(N) 2. Eugene Smith, Ventura Hon

(A) 3. Louie Wood, Oildale Hon

(N) 4. Lynn Campbell, Bksfld Hon

500cc NOV-AM.

(A) 1. Mike Keen, Bksfld Mat

(A) 2. Clarence Pitman, Vic. Tri

(N) 3. Bob Ward, West L.A. Mat

(N) 4. Brian Short, S. Monica Tri

(N) 5. Steve Chambers, Nrth BSA

650 NOVICE

1. Roger Longhofer, Vn Nuys Tri

2. Ed Bezrcraft, S. Monica AJS

3. Dick Ziker, L.A. Tri

650cc AM-EXP.

(E) 1. Sid Payne, Bksfld Mat

(E) 2. Jeff Sperry, Bakersfld H-D

(A) 3. John Scndlin, Bksfld Tri

(A) 4. Bob Leppek, Bksfld Tri

(A) 5. Roy Wallis, Burbank Tri

SANTA FE SHORT TRACK NATIONALWillow Springs, Illinois,
Wed., Aug. 23, 1967

25-LAP MAIN EVENT

1. Gary Nixon, Baltimore Md. Tri
2. Chris Draayer, Salt L.C., Utah H-D
3. Fred Nix, Lawton, Okla. H-D
4. Mert Lawwill, San Fran., Cal. H-D
5. Neil Keen, Pasadena, Calif. Bul
6. Jim McMurren, Nestor, Calif. H-D
7. John Tibben, Elmhurst, Ill. H-D
8. Bart Markel, Flint, Mich. H-D
9. Red McKeen, Paramount, Cal. Bul
10. Cal Rayborn, San Diego, Cal. H-D
11. Jack McNairy, Dallas, Tex. H-D
12. John Lemme, Chicago, Ill. H-D
Time: 6:49.36

AMATEUR FINAL

1. Jim Odom, Fremont, Calif. Suz
2. Walt Fulton Jr., Orange, Cal. H-D
3. Keith Nadler, Aurora, Ill. H-D
4. Lloyd Houchins, Castro V., Cal Suz
5. Doug Braasch, Peoria, Ill. Bri
6. Ralph Gaines, Bloomington, Ill. H-D
7. John Carr, Madison, Wisc. H-D
8. Frank Fudala, Hickoryville, Ill. H-D
9. Gary Cape, St. David, Ill. H-D
Time: 2:47.51**SALINAS BENEFIT SCRAMBLES**
Sunday, Aug. 27, 1967

200cc NOVICE

1. Gary Jensen Bul
2. Mark Reiland Bul
3. Sherwin Kimball Bul
4. Robert Connett Bul
5. Bill Williams Mon
5. Keith Cauble Bul

200cc AMATEUR

1. Jon Card Bul
2. Jay Kanemoto Bul
3. James McNulty Bul
4. Thomas Booth Bul

200cc EXPERT

1. Bob Goodman Bul
2. Bob Cadwallader Bul

250cc NOVICE

1. Kelly Hudson Bul
2. Gary Tranton Bul
3. Tim Bruton Bul
4. Patrick Patterson Bul
5. Carlo Lucia Bul6. John Willis Mon
7. Richard Dashiell Bul
8. Barclay MacPherson Bul
9. Jim Greenfield Gre
10. Marc Kimmel Mon

250cc AMATEUR

1. Gregory Hodges Suz
2. Ed Short Bul
3. Bob Haynes Bul
4. Scott Dffenbaugh BSA
5. James Schelen Bul
6. Larry McKinney Bul
7. John Hood Bul
8. Ronald McGuire Bul

250cc EXPERT

1. Roger Goldthwaite Bul
2. Bill Jamison Suz
3. Jerry Muther Bul
4. Terry Sage Bul
5. Dave Hansen Bul
6. Lucky Tretheway Bul
7. Bruce Teixeira Bul

305cc NOVICE

1. Don Murray Hon
2. Jim Vermace Hon
3. Bob Lucero BSA
4. Jack Ausmus BSA
5. Gary Dillard Hon
6. Albert Rodrigues Hon
7. Jim Greenfield Hon
8. Joe Torres Hon

305cc AMATEUR

1. Larry Groves Hon
2. Chris Brown Hon
3. Ian MacLachlan Duc
4. Rick Weaver Hon

SIDEHACK RACE

1. Doug Bingham H-D
Ed Wade

REAR WHEEL STAND

Gary Dillard Hon

BEST DRESSED MAN & MACHINE

Larry Meyers Bul

500cc NOVICE

1. Gary Smart
2. Bud Riddler
3. Leonard Page
4. Norm Vanderuort
5. Rick Stadler
6. Conrad Saxelay
7. Howard Rist

500cc AMATEUR

1. Steve Bales Tri
2. Jack Silveira Tri
3. Guy Burke BSA
4. Gerald Creech BSA
5. Sam Mangalin BSA

500cc EXPERT

1. Chal DeCecco BSA
2. Dave Hansen BSA
3. Donald Castro Tri
4. John Fry BSA

650cc NOVICE

1. Bob Bellino Tri
2. Shelby Montgomery Tri
3. Darrell Blair Tri
4. Jim Chisum BSA
5. Kenneth Krake Tri
6. Kenneth Jacques Tri
7. Jim Morrill Tri

650cc AMATEUR

1. Bob Fortino Tri
2. Tom Hughes Tri
3. Dan Clausen BSA
4. John Lockhart Tri
5. Dennis Brennan Tri
6. Dave Clark BSA
7. Mike Weill Tri

650cc EXPERT

1. Rick Otto Tri
2. Bill Jamison Tri
3. Arnold Castelhamo Tri
4. Rodney Norgaard BSA
5. Allen Kenyon Tri
6. Butch Turner Tri
7. Bruce Anderson BSA**HAYWARD TT SCRAMBLES**

Sat., Aug. 19, 1967

By Mick

100 NOVICE

1. Richard Wymer
2. Robert Boaz
3. Chuck Marcucci
4. Ronald Overman
5. Leonard Page

100 AMATEUR

1. Billy Morgah
2. John Gennai
3. Mike Robinson

200 NOVICE

1. Glenn Carrillo
2. Mark Reiland
3. Robert Connett

200 AMATEUR

1. Jay Kanemoto
2. Bart Jurgensen
3. James McNulty
4. Steve Paladini

250 NOVICE

1. Jerry O'Connell
2. Allen Cordes
3. Jim Rice
4. Carlo Lucia

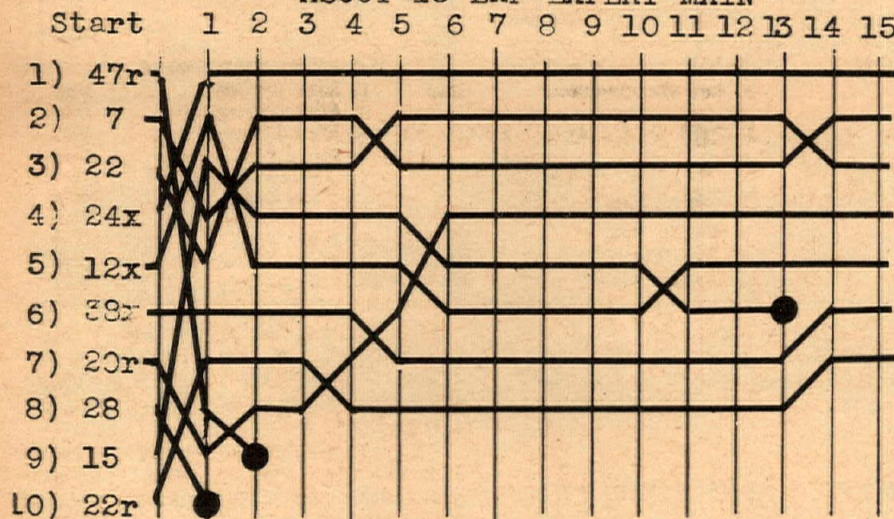
250 AMATEUR

1. Mike Van Lienden
2. James Schehen
3. John Silva
4. Bill Klima

250 EXPERT

1. Mark Brelsford
2. Chal DeCecco
3. Jerry Mather
4. Bruce Terieria
5. Jim Rice

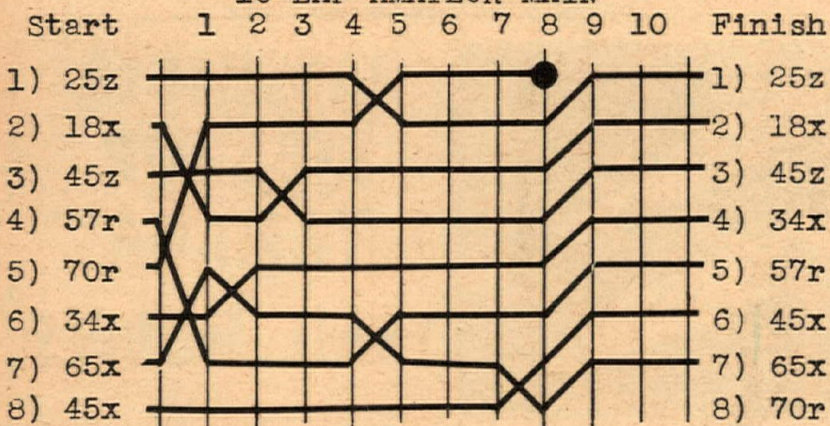
350 NOVICE

1. Bill Groce
2. Dan Hughes
3. Jim Vermace
4. Reg Ausmus
5. Robert Lucero**NATIONAL AMA POINT STANDINGS**
(As of August 23, 1967)1. Gary Nixon, Baltimore, Md. 381
2. Mert Lawwill, San Fran., Cal. 342
3. Geo. Roeder, Monroeville, Ohio 290
4. Fred Nix, Lawton, Okla. 279
5. Chris Draayer, S.L. City, Utah 241
6. Dick Hammer, Lakewood, Cal. 238
7. Dick Mann, Schenectady, N.Y. 214
8. Cal Rayborn, San Diego, Calif 189
9. Buddy Elmore, El Paso, Tex. 173
10. Bart Markel, Flint, Mich. 129
11. Roger Reiman, Kewanee, Ill. 112
12. Eddie Mulder, Burbank, Calif 98
Dave Palmer, S. Monica, Calif 98
13. Skip Van Leeuwen, S. Oaks, C. 81**RESULTS****ASGUT 15-LAP EXPERT MAIN**

Time: 5:55.83 * Did not Finish

LAP CHARTS by Carol Sims

1) 24x	Chuck Jones	(BSA)
2) 22	Dan Haaby	(BSA)
3) 7	Sammy Tanner	(BSA)
4) 20r	Elliott Schultz	(RE)
5) 12x	Ron Kruseman	(BSA)
6) 38x	Blackie Bruce	(BSA)
7) 22r	Bruce Holland	(Tri)
8) 15	Ralph White *	(BSA)
9) 47r	Shorty Seabourne *	(BSA)
10) 28	Jim Nicholson *	(Tri)

10-LAP AMATEUR MAIN

Time: 4:00.76 * Did Not Finish

1) 25z	Roger Goldthwaite	(RE)
2) 18x	Phil Todd	(BSA)
3) 45z	Jan Crawford	(BSA)
4) 34x	Len Earl	(H-D)
5) 57r	Keith Kruser	(BSA)
6) 45x	Don Dobbins	(BSA)
7) 65x	Norm Elledge	(Tri)
8) 70r	Gary Waldo *	(H-D)

HAYWARD TT SCRAMBLES

Sat., Aug. 19, 1967

By Mick

100 NOVICE

1. Richard Wymer
2. Robert Boaz
3. Chuck Marcucci
4. Ronald Overman
5. Leonard Page

100 AMATEUR

1. Billy Morgah
2. John Gennai
3. Mike Robinson

200 NOVICE

1. Glenn Carrillo
2. Mark Reiland
3. Robert Connett

200 AMATEUR

1. Jay Kanemoto
2. Bart Jurgensen
3. James McNulty
4. Steve Paladini

250 NOVICE

1. Jerry O'Connell
2. Allen Cordes
3. Jim Rice
4. Carlo Lucia

250 AMATEUR

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2. James Schehen
3. John Silva
4. Bill Klima

250 EXPERT

1. Mark Brelsford
2. Chal DeCecco
3. Jerry Mather
4. Bruce Terieria
5. Jim Rice

350 NOVICE

1. Bill Groce
2. Dan Hughes
3. Jim Vermace
4. Reg Ausmus
5. Robert Lucero

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ENSENADA ROAD RUN NOV. 4 & 5

TROPHY DASH
Bob Strode
Chris Hansen
Bill McDaniels

Duc.
H-D
Duc

A MAIN
Bob Strode
Butch Harwood
Jim Jones

Duc
Duc
Hon

B MAIN
Loren Hubbard
Cappe Skene
Bill McDaniels

Suz
Hon
Duc

C MAIN
Steve Holton
Mark Anderburg
Dave Boyd

Hon
Hon
Hon

SPECIAL OLD-TIMERS RACE
Cliff Sterring
Ed Large
Bud Lindsay

Duc
Duc
Duc

Class	CC	Name	Make	Rec.
A-A	50	Harry Wolfley	Hon	63.809
C-C	100	Sullivan & Vaughan	Kaw	76.909
A-A	100	Don Vesco	MB	82.315
PS-A	100	Thomas Kuntze	Kaw	73.251
C-C	175	Bob Vaughan	Kaw	87.087
C-A	175	Bob Vaughan	Kaw	89.361
A-C	175	Bob Vaughan	Kaw	90.178
PS-A	175	Bob Vaughan	Kaw	90.623
APS-C	175	Bob Vaughan	Kaw	93.567
A-A	250	Tom Kuntze	Kaw	106.812
C-A	250	Darrel Krause	Kaw	111.633
PS-C	250	Don Blessing	Suz	128.182
A-C	250	Tom Kuntze	Kaw	107.425
PS-A	250	Chief Galbraith	Kaw	118.421
APS-C	250	Tom Kuntze	Kaw	96.771
A-C	500	Bob Greene	Hon	101.940
PS-A	500	Jim Eversole	Vel	105.888
C-A	500	Mark Lloyd Dees	Vel	109.010
APS-AB	500	Dennis Manning	Hon	83.821
A-C	650	Nira Johnson	Tri	125.022
APS-C	650	Roger Hall	Kaw	102.769
S-A	1000	Bert Munro	Ind	183.586
C-A	1200	Robert Mauriallo	H-D	141.742
PS-A	1200	Robert Mauriallo	H-D	141.041
PS-A	3000	Warner Riley	H-D	153.452
C-A	3000	Warner Riley	H-D	149.782

SATURDAY RECORDS (No Details Available)

500 Mark Lloyd Dees	Vel	111.325
APS-A 250 Darrel Krause	Kaw	122.296
250 Chief Galbraith	Kaw	118.998
250 Don Blessing	Suz	125-121

SHORTTRACK

Trojan Raceway 8-22-67

100cc TROPHY DASH
Stan Rogers Bul

250cc TROPHY DASH
Keith Mashburn Bul

100cc MAIN
Paul Wilde Yam
Jimmy Raymond Hon
Tom Warren Bul
Steve Paul Bri
Tom Rockwood Hon
Ray Nakamata Hon
Stan Rogers Hon
Carroll Heiland Yam

250cc MAIN
Keith Mashburn Bul
Lee Stumpenhaus Bul
Gary Calkins Hon
Tom Warren Bul
Carroll Skou Bul
Tom Wood Hon

B MAIN
1. Bob Strode
2. Bard Hansen
3. Mike Sterring
4. Rodger Stanley
5. Hal Welch
6. Bruce Sebring
7. Mark Anderberg
8. Hugh Flemming

C MAIN
1. Mike Richardson
2. Luther Cory
3. Ed Fleming
4. Dave Boyd
5. Harry Dorysten
6. Rick Phipps

SHORT TRACK

Bellingham, Wash.
Saturday, Aug. 19, 1967

A MAIN
1. Bob Budchat
2. Greg Morris
3. Dayton McKinzie
4. Dan Holton
5. Dale Cottrell

Duc
Suz
Duc
Hon
Duc

SOUTH GATE TT

Thurs., Aug. 24, 1967
By Maureen Lee

100cc MAIN
1. Jimmy Raymond
2. Gary Bailey
3. Tom Warren
4. Stan Rogers
5. Eric Jensen
6. Jim Connolly
7. Kenny Payne

Hon
Hod
Bul
Hon
Hod
Hod
Hod

Castaic Moto-Cross Cont. from page 11

pretty over them) but Pres would hit the first one full bore, miss the next two completely, land catty-wampus with the power still turned on and pull right out of trouble and on down the straight like "shot from guns."

We noted that among some of the desert riders the "in" gear now is football armor a-la-J.N. Roberts getting the spectators all excited that it was J.N. himself. The one we got the biggest kick out of was Husky-mounted Chuck Kocsis who ended up fifth in the 250 class.

Chuck is big to start with, then add the pads and a jumper saying "The Invaders" across the chest you have something quite spectacular zooming around!

Jim Nicholson, the flat-track ace, turned in a real good ride on one of the older Bultaco Metisse's and several times he and Conrad had a real good one going. Our jolly for the day was a conversation up on the hill we overheard. Spectator 1, "That looks like Jimmy Nicholson." Spectator 2, "It can't be." No. 1,



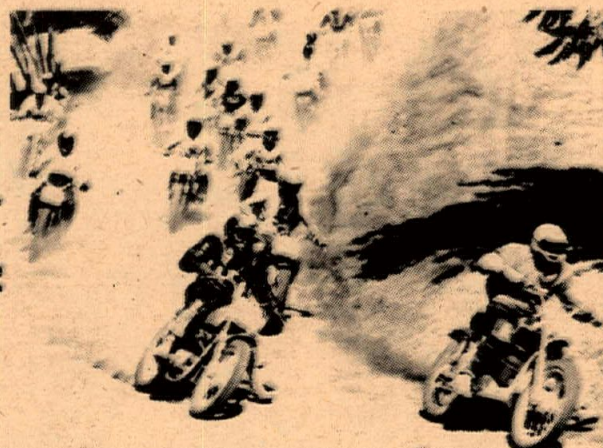
Close cornering in the 100cc bash finds (690) Gary Bailey leading eventual winner (677) Roger Twedell and (691) Bill Friant. All three were aboard Hodakas.

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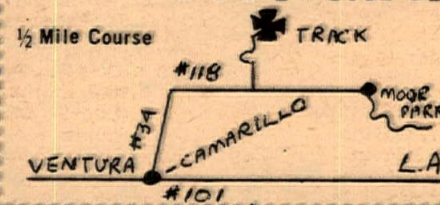


SUNDAY SCHEDULE:
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First RACE starts at 11:30

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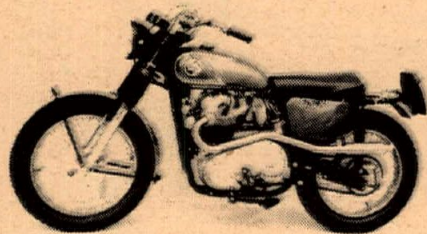


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It's time again, contest lovers, to wet your pencils and win the "Machine of Your Dreams." After an unfortunate experience last year with our first M.O.Y.D. Contest, when the winner wanted a popular make worth only \$1,000, we decided to insure against a repeat and select a really magnificent Grand Prize for our lucky subscribers to try and win.

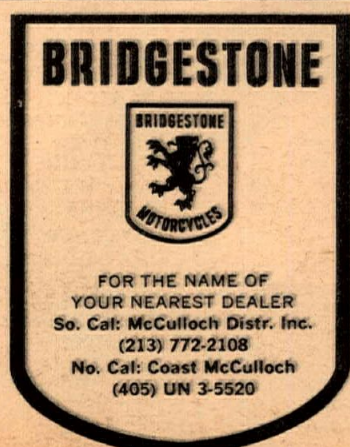
The Grand Prize, worth about \$1,400, will be a brand new 750cc Norton P-11 dual-purpose road/scrambles twin! How about that, sports fans?

First Prize in the subscriber-only contest is still to be announced, but it will be about a 3 or 400 dollar value. Second through 50th prizes will be new Cycle News "Winner" T-shirts for men or women.

If you are already a subscriber, just turn to page 24 in this issue and fill out your entry. Subscribers can send in as many entries as they wish. If you buy your Cycle News at the newsstand or borrow it from a friend, hey, get with it! Send in your subscription now and your contest entry along with it. While you are at it, subscribe for two years at our special low price (only \$12) and then you'll be eligible for next year's Machine of Your Dreams Contest as well!

ATTENTION CLUBS - CORRESPONDENTS

When copying results to send to Cycle News please include names, brands and riding numbers of at least the first three winners in each class. Space is sometimes limited and complete results will get first preference for publication. Deadline for Cycle News to receive results is Tuesday a.m. of the week of issue. Results received later than Tuesday will be held over until the following week. Thanks for your attention.



"Well, it sure looks like him." Us, helpfully, "It is Nicholson." No. 1, "Gee, I didn't think he could ride this stuff that well. He's good in the rough!"

Those Hodakas really went, proving why they are so popular among the riders who ride the rough stuff, although that very business-like-looking Moto Beta ridden by "Badger" Maynard to a second in the 100-175 class could be a threat on the Hodaka horizon. The starts of that class resembled the Charge of the Light Brigade into turn one. We counted 18 noses on the line and that's a gang of people and machinery to get sorted out into running room!

Problem Time

Stu Peters on a Maico to begin with (but switching to a C-Z later) did on the starting line what we bet every rider with a compression release has done at least once, pulled it in instead of the clutch! But when he got sorted out he really got down to work and got a third place.

Another determined rider was Ron Jones, Bultaco. After unloading with such force in an early moto that his gas tank came completely off, he hurriedly re-fastened the tank, continued on, and eventually wound up third overall in the 250cc class.

The idea is that now, with this new track, we are going to really improve the overall quality of our riders because say what you will, riding desert or riding scrambles does not make you a moto-cross rider, and we need a fighting chance when the European boys come over.

And finally the answer to a riders' prayer! They hope to have a sprinkler system to water the whole track surface in service by the next race out there so that whatever the time of year the surface will be just like it is after a night rainfall. Bitchin'!

(Results on page 16)

THE MAN...GARY NIXON THE MACHINE... **TRIUMPH**

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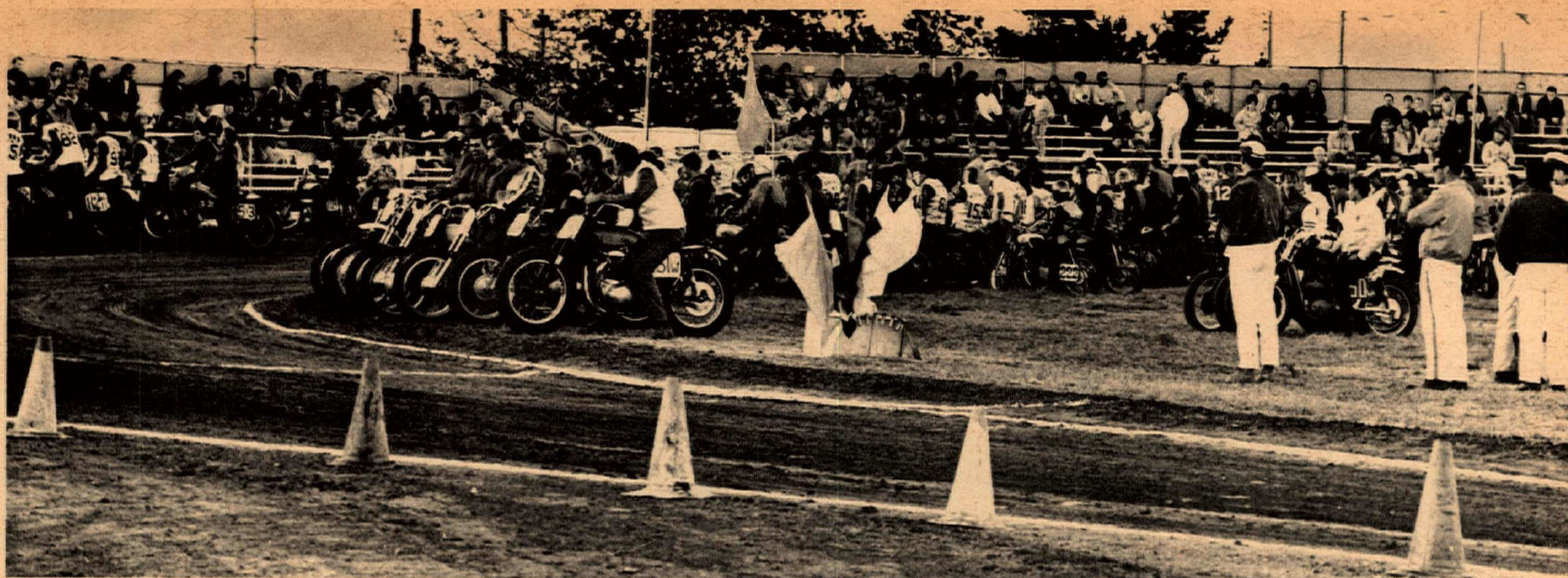
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Lineup of riders at well-attended Hayward event.

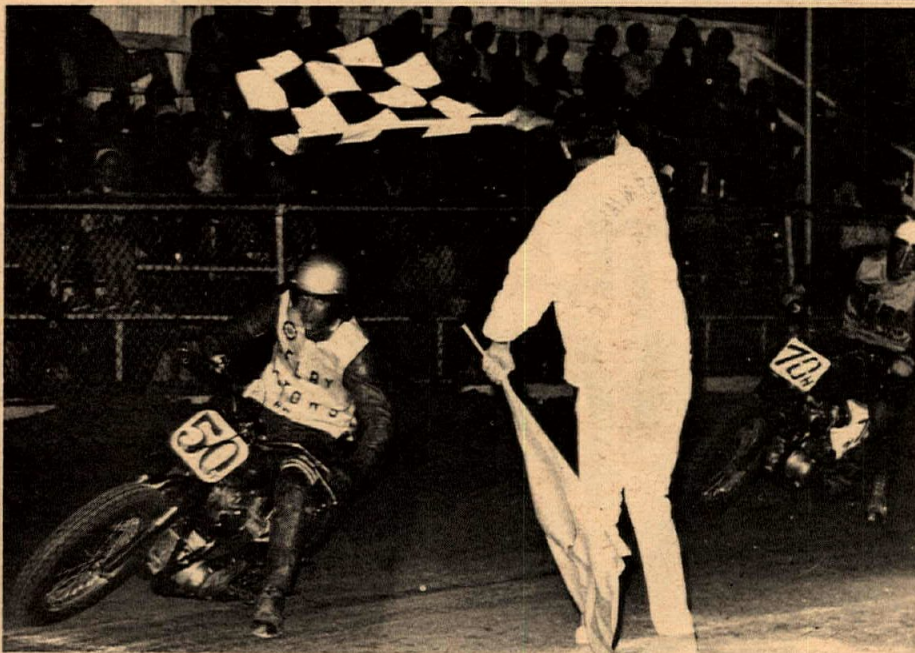
HAYWARD

Story & Photos by Mick

Saturday night in Hayward means only one thing — Hayward Speedway — for a Sportsman TT on one of the best tracks anywhere. No ho-hum heat races here. If you want to transfer to the main, you better fly!

The August 19th show was put on by the H.M.C. Jr. Club under Babe Paladini, and the officials ran it off like clockwork. Especially impressive was the starter; he's fair, positive and a born showman. When he starts a race it is with no mistakes or "fudging." And in a style all his own.

In the 250 Expert Main Mark Brelsford both won, and set a short-lived one-lap record of 19 seconds flat. The 500 Expert Main was the highlight of the evening with the



Checked flag for Ed Rice after winning the 650 Expert Main. He turned three consecutive laps of the Hayward track in 18 seconds flat.

HUSTLERS

return of Dave Hansen, 17 years old, from the hospital. He had an appendectomy two weeks ago. Riding a beautiful race, Dave took first place and set a new track record of 18 seconds flat.

The 650 Expert Main was the fastest race ever held at Hayward, with Jim Rice touring the course at 18.00 seconds for three consecutive laps, almost another lap record.

The only mishap of the night occurred in the 500 Novice heat near the finish line, when Louis Grabbe went down, losing several teeth. Ouch!

On September 7th the season high point trophy is to be awarded. We understand it stands 7 feet tall. Sounds like another record for Hayward Speedway.

(Results on page 16)

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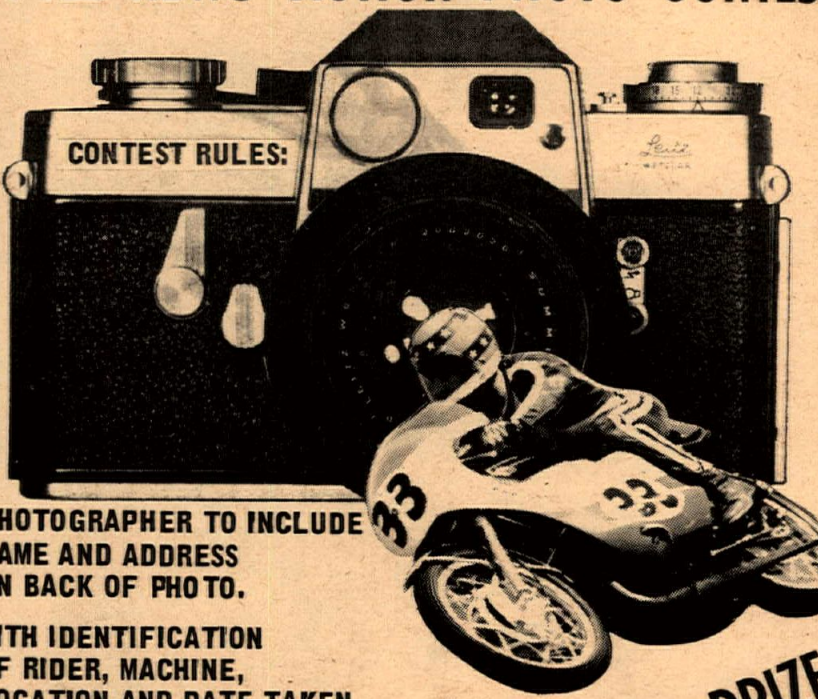
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STUMPENHAUS STOMPS 'EM AT SOUTH GATE TT



Norm Jensen (Hodaka) won the 100cc Trophy Dash, received his trophy from cute little Merry Mallow.

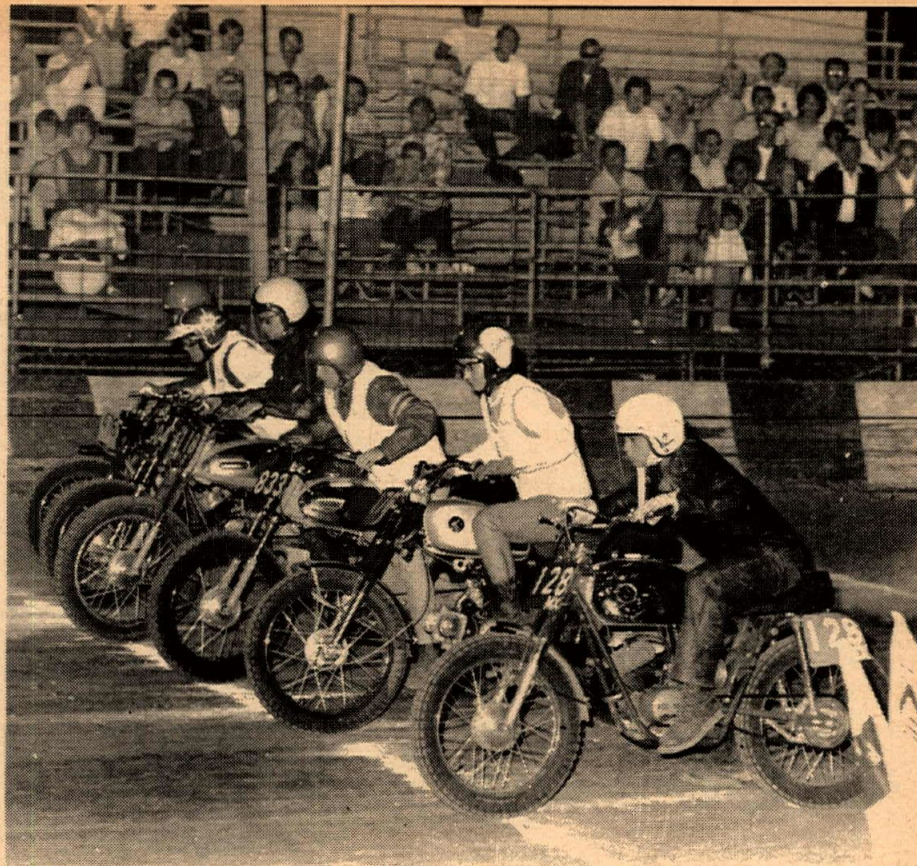
It was Lee Stumpenhau's night at South Gate last Thursday, August 17, as he won both the 250 Main and the 250 Trophy Dash aboard his Pur Sang. The track is almost too small for the hottest 250's but it makes for some real wild racing. In the 250 Main, Gary Bailey got about as far off his Greeves as is possible without walking away from it, but still didn't drop it, on the left hand turn into the back straight. Being real tall sure helps at moments like that! It thrilled the crowd but we bet it thrilled Gary more! Keith Mashburn (Bultaco) ended up with third place after trying every which way to pass. There's no doubt about it, whoever gets the jump first has a tremendous advantage over the rest of the troops on that track.

Lee Leads

The 250 Trophy Dash saw Stumpenhau into the lead first, but with Bill Fulton (Honda) Keith Mashburn, and Don Dudek hard after him. For the first two laps Mashburn really challenged hard but was unable to pass the flying Stumpenhau.

The 100cc Trophy Dash was won by Eric Jensen on a Hodaka with Jensen holding the lead from start to finish. Both he and Stumpenhau were awarded their trophies by one of the cutest trophy girls we've seen in a long time. Her head barely reached the handlebars on the bikes so she had to be lifted up for the winner's kiss, and she had the very pretty name of Merry Mallow.

The 100 Main went to Jimmy Raymond (Honda) who came in second in the Trophy Dash behind Eric Jensen, but Jensen made everything come out even by taking second in the Main. Raymond really rode hard but Jensen



Eagerness evident, South Gate TT tigers prepare to take over.

never let up the pressure. Don Dudek took third and Gary Bailey fourth.

Private Battle

Some of the best action was the battle on the turn leading into the front straight between Al Baker and Don Eide. Lap after lap these two had all stops pulled out trying to zap each other until young Dale Hopkins (Yamaha) joined the act and got between them, making it a three-man go. It ended with Hopkins the leader, followed by Baker and Eide.

The Powder Puff Main had a restart after a crash on the starting line when Tommie George's Yamaha stood straight up and then got away from her, involving two others. But when everyone got sorted out again off they all went with the usual battle for the lead developing between Kelly Struble (Hodaka) and Eulene Long (Honda). This time Eulene won out. In third and in contention all the way was Elaine Olds (Yamaha).

(Results appeared last week)

ORANGE COUNTY

Last week, August 23, at Orange County a dream came true for Dave Aldana. He has been riding A.C.A. short track for two years now and has never won a Main Event or Trophy Dash, but last Wednesday night his ultimate ambition came true. Dave went out and promptly won his heat race which qualified him for the Trophy Dash.

Dave Does It

It was pretty tough to consider Dave as a contender in the Dash, since he was racing against last year's top point man, Rick Woods, this year's high point rider in the 100cc class, Ron Taylor, and another top 100cc rider, Dave Massingham. But, Aldana got the jump in the first lap and held it through the entire Trophy Dash. It was truly an exciting moment for Dave, and he didn't hold back any emotions about how happy he was to win the event. It was his first trophy in two years' participation. I'm sure Dave will remember that night. To top everything off, he came right back around

and did the same thing in the 100cc Main Event. Ron Taylor finished second and Rick Woods third.

Down And Up...And Down

In the 250cc event, Mike Spitzer won the Trophy Dash after taking a hard fall in the east turn of the quarter-mile course. The event was stopped and re-started, but it didn't seem to make any difference to Mike; he still won. In the 250cc Main Event, Mike fell again and did not recover to continue the race. The eventual winner was Steve Pederson on a 250cc Kawasaki. Right behind Steve came Jeff Jahns, Ducati mounted, and Sal Acosta.

The new quarter-mile track has attracted many new riders to the ACA events. It has also greatly helped the gate, as there has been a steady increase in spectators since the opening of the new track.

(Results on page 16)

Dave Aldana, winner of the 100cc Trophy Dash and Main Event.

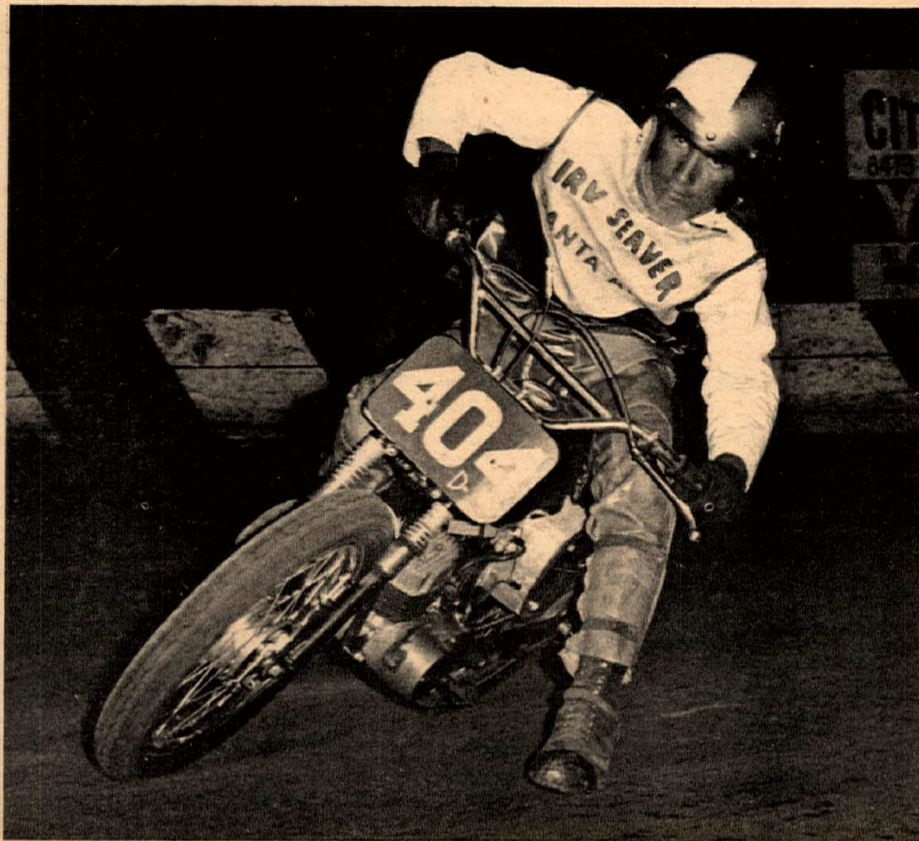


Photo by Bob Krips

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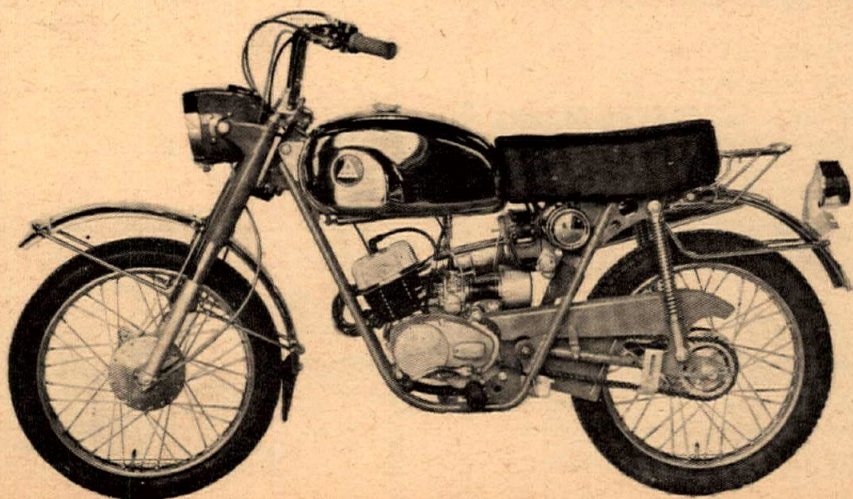
Rough Moto Cross, Castaic, Calif. August 27, 1967 100cc class 1st Roger Twadell-Hodaka

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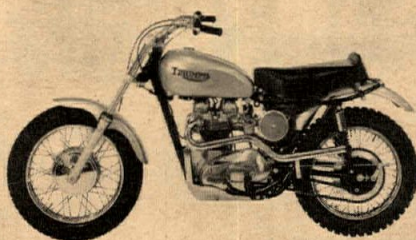
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SCRAMBLIN' AROUND

by Maureen Lee

It's never easy to have to write about this subject but there are times when we have to. Charlie Coughran of the Hilltoppers passed away last week from the injuries received at Perris. Charlie wasn't one of our young riders but a mature man who still enjoyed racing and working for the sport by being a good club member. Said one of the Hilltoppers sadly at the funeral, "I think we've lost our best member and if he wasn't the best, then he was darn close to it."

Our nicest memory of him and one that we feel needs to be told now, is that when the 1967 scrambles numbers were sent out, Charlie ended up with #555x which he couldn't account for because he knew what his record was for 1966. Some checking was done and there was a mistake made in the computing

of the points and actually he should have received a number just over 100.

Instead of making a fuss (which some guys do over nothing at all) Charlie said that he understood mistakes can happen to anyone and that he didn't want anything said about it so as not to cause anyone any more work or trouble. As long as he knew personally that he should have had a lower number and had earned it he wasn't the sort to have to prove it by carrying it on his bike at the cost of making a row about a mistake being made.

The Hilltoppers scrambles on September 24th will be a Benefit for Charlie Coughran and it will be a point run. So let's make this a good one, huh, for a nice guy who with his family was a real part of our sport.

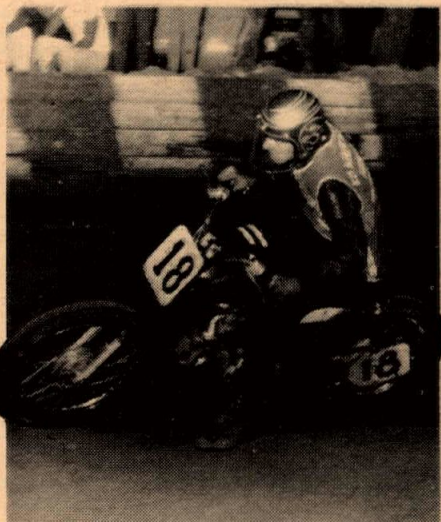
WILD ONE AT SOUTH GATE TT

by Maureen Lee

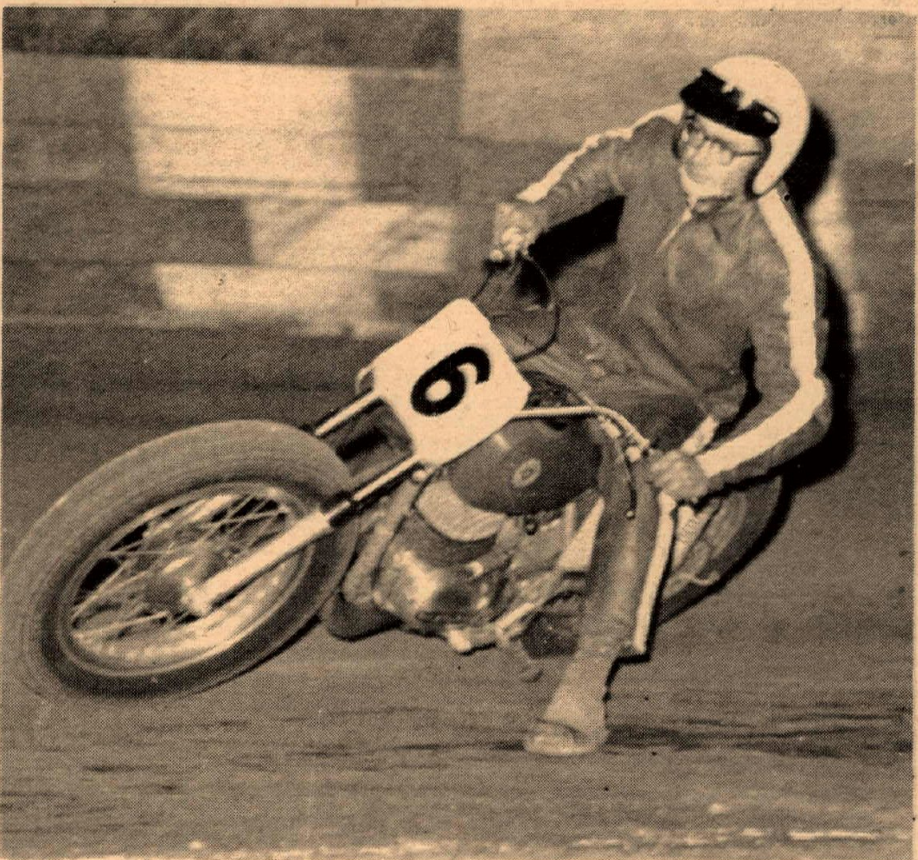
The Trophy Dashes got pretty wild on Thursday night, August 24, at South Gate. In the 250 class there were just two riders, Lee Stumpenhaus and Keith Mashburn, both "Pelican"-mounted but the two of them put on a good show, with Mashburn doing a wheelie down the straight after going wide on the turn and almost losing it. In the 100cc bash the first turn got wild with elbows flying as everyone fought for that extra inch of space which means so much on that tight track. Gary Bailey on his Hodaka grabbed off the lead and held onto it for the trophy.

Raymond Romps

The 100cc Main was won by Jimmy Raymond (Honda) with Gary Bailey chasing him hard. In third place in the early laps was Stan Rogers (Honda) but Stan came to grief after the jump and Tom Warren (Bultaco) leaped into third spot with Rogers ending up fourth over-all at



Honda-mounted Jimmy Raymond won his second straight event at last Thursday's South Gate TT event. Gary Bailey chased him hard, but Raymond held firm.



Last week's South Gate 250cc Main Event winner, Bultaco rider Lee Stumpenhaus, ran third this time out.

the end, although Hodaka-mounted Eric Jensen was really putting on the pressure.

The 250 Main saw Mashburn grab off the lead with Gary Bailey hard after him and Stan Rogers in third. By the time the checkered fell, Lee Stumpenhaus had moved up into the third spot but Mashburn was still holding onto that lead and no one could take it away from him.

New Girl Winner

The Powder Puff Main was an

upset with neither one of the previous weeks' winners up front. Diane Connolly (Hodaka) first time out on the track came out of the scramble for running room in that tight first turn and shot over the jump into a lead that she built up and wasn't challenged for. Elaine Olds (Yamaha) took second with Eulene Long (Honda) starting to catch up to her in the last laps but Elaine held on and made no mistakes.

(Results on page 16)

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THE FINISH LINE

By Roxy Rockwood

Back after a two-week "vacation" in the Midwest and ready to go now with four Nationals here in California. Will have to take a brief time-out to head back to the Illinois State Fair to announce three days of car races but the rest of the way is cycles.

The East is down on top new talent this year. The best looking novice we saw is young Danny Ware out of Lawton, Okla., who is traveling with Freddie Nix. He rides a Sprint.

Odom made all other Amateurs look pretty sad back there but one yellow plate, Jim Compton, from Ohio, looks like a potential comer. Jim hails from Newark, Ohio and rides a BSA.

Only one first year expert really showed any promise at the races I attended. This was Denny Kannenberg from Minneapolis. Denny rides H-D and Honda and has shown a lot of improvement over last year. Mechanical troubles kept him back in a couple of races.

Minneapolis, by the way, starts indoor short track racing on Sept. 16th and is supposed to have a full schedule of under-the-roof racing through the winter months.

Calif. Decides Number One

The final big four on the National trail the next four weeks in a row and the Grand National title at stake between Gary Nixon and Mert Lawwill. Nixon leads Mert by less than 40 points. First on tap is the 7-Miler at San Jose on the half-mile this coming Sunday afternoon. You can flip a coin between Gary and Mert on this one although neither rider is favored to win. This track should be right down Markel's alley for his 21st national victory.

Three in a Row this Coming Weekend

J.C. Agajanian ups his race events to three straight this time with a short track on Thursday night at the Lancaster Fairgrounds at the annual Fair. Friday night and the riders return to Ascot for the final warmup for the 8-Mile National. Saturday night and the one-a-month TT races. Three races on three different types of tracks. The Fair at Lancaster last year drew over 80,000 people in three days so look for a full house at the Thursday night chase in the Desert for the first time in three years.

Road Racing Note

Although it did not appear on the original schedule, there will be a Novice Championship road race at Carlsbad at the National meeting on Sept. 24th. Riders will not have to enter in advance due to a mixup between the head office and the promoters. All Novice riders may sign in the day of the races. A full show of Sportsman races will run on Saturday, Sept. 23rd.

Entries for the Amateur and Expert riders close this Sunday at midnight on the regular \$5.00 entry fee. After that a rider may still enter on race day for the normal \$25.00 late fee.

Special Sacramento Trip

The Orange County MC has come up with a special bus for the trip to the 25-Mile National at Sacramento. It is air-conditioned and will leave the night before the race and return right after the event on Sunday night. Total tab is \$16.00 and you bring your own liquid. Contact the boys in the OCMC for more details.

If you want to fly, then keep in mind that PSA now goes up there for the first time for a special \$30.00 round trip flight. There will again be a short track race at the Fairgrounds on Saturday night. This is the world's shortest short track. The starter has to stand in the grandstands to do the flagging as there is no room on the track! A rider does not turn left — he just keeps spinning donuts!

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